Saturday Night

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COMMISSIONER L. H. NICHOLSON: Enforcement and treatment.

The Front Page

It is doubtful if any man in Canada knows more about the grimy business of drug peddling than L. H. Nicholson, Commissioner of the Royal Canadian Mounted Police. In their never-ending war against the illicit trade in narcotics, his men have collected a vast amount of information about the men and women who buy and sell drugs; in the files of the RCMP, for example, are the dossiers of over 2,000 criminal addicts. When Commissioner Nicholson spoke to the Senate committee investigating the drug problem, then, he was expressing ideas generated by a vast amount of practical experience, and the sum of his testimony was this:

Enforcement of the law by itself will never put an end to the traffic in drugs; enforcement must be combined with compulsory treatment of addicts. Providing victims of the habit with narcotics at legal "free filling stations" would "tend to increase the dosage of the addicts instead of aiming at a cure".

RCMP officials have been on record for some time as favoring a plan for compulsory treatment of addicts. What was particularly in-

WHY CIVIL DEFENCE FAILS
By Ernest Watkins: Page 7

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CONTINUED FROM PAGE 1

teresting in Commissioner Nicholson's testimony was his clear statement of the principles he thought should govern the treatment. The addicts—"a dreary lot of parasites"—should be isolated while being cured, and should be released only when, in the opinion of "those fit to judge", there was a real hope of rehabilitation. After release, they should have continuing care and supervision, with suitable jobs being found for them in places far from where they had previously lived.

Other police officials have supported the idea of segregation; Vancouver's chief constable, for example, suggested that West Coast addicts be isolated on an island. They admit that the scheme would be costly but point out, with good reason, that the present method of handling the problem is much more costly and cannot possibly lead to a solution.

What the men charged with law enforcement are proposing is, in fact, a substantial change in the official attitude towards crime and punishment. While they have referred only to the handling of drug addicts, the principle they are following in that case applies to a variety of so-called criminals who need treatment more than punishment. Sex offenders, for example, are not cured simply by putting them in jail; after serving their terms, they are still a menace to women and children. If, after being found guilty, they were segregated and treated, and not returned to society until cured of their perversions, our communities would be a good deal safer and healthier.

Community Living

MECHANIZATION of household equipment seems to have done more than relieve the drudgery of the housewife; it has helped her to shift some of the drudgery to her mate. A young matron of our acquaintance reports that most of the family washing in her apartment block is done by the men. It is a young community, and after dinner the husbands gather up the accumulations of diapers and meet in the community laundry. Faced with buttons, switches and instrument panels, they go happily to work and put the washing through in no time. Newcomers are immediately introduced to the laundry and washday is as virile as an engineers' convention or a tribal initiation to manhood. When the clean diapers are finally sorted out, the men adjourn for poker. Wives are as rigidly excluded from the laundry as they are from the poker games.

Amateur Theatre

ANDRE VAN GYSEGHEM had just finished with the Central Ontario Drama Festival, the last of twelve regional festivals at which he was the adjudicator,

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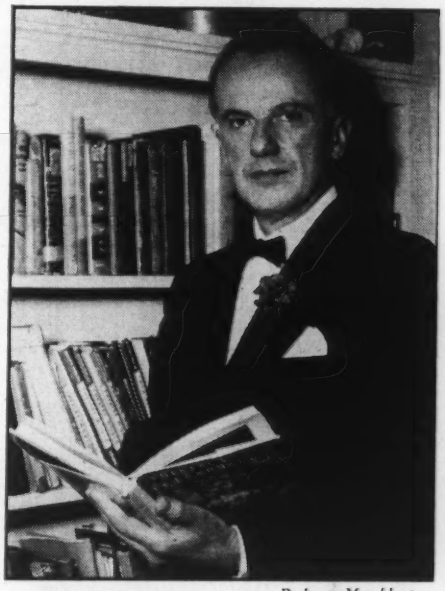
when we got him talking about the impressions he had collected in his play-going journey across Canada.

"There are a great many talented performers in the amateur theatre here," he said. "Several of them might well go professional. What's needed is basic training and good direction. At the top level, the acting and staging in the festivals were excellent; there was a solid middle section that was competent, and a few productions were bad. Generally speaking, the groups cut off from seeing professional shows need more help—they're making common mistakes that could be rectified by good training. There were, too, some



Robert Muckleston

ANDRE VAN GYSEGHEM

memorable moments. There was, for example, the intuitive sense of timing shown by Avanthia Evangelos, who played Billy Dawn in *Born Yesterday* for the Medicine Hat Civic Theatre. Timing can be taught but not many have the intuitive sense to begin with."

The biggest need, he thought, was for good directors—a finding made by most of his predecessors at the regional festivals. With his own solid experience as an actor, director and producer in England (where he was born, the son of a Belgian father), would he like to return to Canada to work? "Yes, if I thought there was the possibility of earning a regular living in the Canadian theatre."

Impressed by the four Canadian plays he saw (*Chambres à Louer* by Marcel Dubé of Montreal, *Ceux Qui Se Tassent* (one act) by Roger Sinclair of Montreal, *Vein of Folly* by Aubrey Green of Winnipeg, and *The Patriots* by Judge Eric Cross of Woodstock), he felt that the drama groups were "a bit cowardly" in not trying to do more plays written by Canadians. "Perhaps they feel they dare not risk a Canadian play," he said. "The Winnipeg audience thoroughly enjoyed Aubrey Green's comedy, which played much better than I had expected from just reading it. It would be a good idea if there were a sort of laboratory to try out new Canadian plays, so that the authors could see them done and learn from actual production. It would help if there were a panel of reputable critics to give planned criticism. Distance is a difficulty, but some arrangement could be made to take the authors and the critics to the acting group. It would be something like a clinic. On the whole though, I must say, the choice of plays was splendid. The groups here are much more adventuresome than the English amateurs, who are far too prone to stick to the pot-boilers, the sure successes."

Colors and Cars

A CAR manufacturer in the United States has prophesied that by 1965 every second family in that country will own two cars, and Canada, presumably, will reach the same happy state a few years later. As a corollary to this, we learn that in Hollywood women are now having their hair and even their poodles dyed in shades of pink and lilac to match their cars. If the trend develops, husbands will eventually feel as reluctant to drive their wives' cars as to carry their wives' umbrellas. The average man would risk pneumonia rather than take shelter under a pale lilac umbrella, and he isn't likely to feel any happier in a pale pink car, particularly if a pink-haired wife and a pink poodle are thrown in for extra chi-chi. In the end, this man will have to have a car of his own, a sober model that matches nothing but his own sombre thoughts.

Not Enough Answers

THE REFUSAL of Transport Minister Marler to hold a public inquiry into the causes of the crash of a TCA airliner nine miles from Malton Airport last December is not calculated to strengthen public confidence in his department's efforts to promote safety in air traffic. Certainly it is not enough to announce, after a private investigation, that the crash was simply the result of mistakes made by the pilot. It is self-evident that an experienced, highly trained pilot does not land a passenger plane in a field, when the aircraft itself is in good working order, unless some sort of mistake has been made. What Mr. Marler has failed to do is to provide indisputable evidence that it was all the fault of one man. The public is entitled to all the facts of the case, and

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these could be provided only by a thorough, open inquiry.

It is not enough to know that the pilot erred—if he did. The really important question is what made the mistakes possible, and in this case talking about the inevitability of human error does not provide an adequate answer. It seems that the man in charge of the airliner was completing his fourth long flight in six days, during which period he had been on duty between 57 and 61 hours; on the day of the crash he had been in the air more than ten hours. Was his judgment blurred by fatigue? Is it necessary for a crown company to make its employees work to the point of exhaustion? Would the crash have occurred if the Department of Transport had equipped Malton Airport with a ground-control system to help pilots land in difficult circumstances? These are only a few of the pertinent questions that could have been asked and answered properly at a public inquiry.

Spring Warning

IN THE OTHER DAY we got a letter warning us to look with suspicion on any plausible visitor who wanted to check the condition of our furnace. Merely looking at his credentials would not be enough; it is not difficult, it seems, to filch letterheads from the office of a respectable firm and write your own credentials. But we did not need the warning. Some time ago we allowed a fine, upstanding young man, armed with enough credentials to satisfy even an immigration inspector, to look at our furnace and he reported that only a watchful Providence had saved us from being burned or smothered. After being told to go ahead and do what was necessary, he became a house-guest for the summer. Occasionally he tinkered with the furnace, but most of the time he stood around, chatting, waiting for supplies or luring us into a game of gin rummy. Eventually he collected his money and went his way. That autumn it was necessary to hire another technician (a shifty-eyed, unsociable character endorsed by the Better Business Bureau) to dismantle and reassemble the furnace, which has worked fine ever since.

Mobility and Industry

IF RALPH J. CORDINER, President of General Electric, were cast as a high-level military type in a stage play, he would look and sound too good to be true. A spare man of medium height, he carries himself with taut precision and speaks with the manner of a man used to giving orders and having them carried out with no nonsense. We listened to him speak to the Empire Club in Toronto the other day, and when he was questioned later his answers came shooting back, cool and sure.

"We (the U.S.) are a country of travel and movement," he said. "Possibly too much of our travel has been within our own borders in the past. But, like Canadians, we inherit from our ancestors a tradition of mobility. One of our great problems in large industrial communities of the United States today results from the mistake of having ignored this tradition. Either in the past or in the present, both management and professional labor leaders in the United States have acted as if it were desirable first to concentrate great industries in a single location and then to freeze those concentrations as they exist,

Karsh

RALPH J. CORDINER: Cool, sure.

so that it is impossible to correct the mistakes of the past. All too few managements of large and small corporations have seen the importance of taking new industrial employment to communities where there are available workers rather than crowding further our already over-strained large industrial centres. Too few of our labor leaders have recognized that there are more positive and progressive solutions to the problem of seasonal or cyclical unemployment than proposals such as the guaranteed annual wage, which run counter to our traditions of freedom of individual choice and mobility. You can't have security and opportunity together. If the unions can guarantee the customers, we can guarantee the wages. The guaranteed wage will do one thing, though—the big companies will get bigger and the small companies will take it on the chin and go under.

"I realize conditions are somewhat different in Canada from the United States, due to the concentration of the small population in areas around the big cities, but we are working on the basis of breaking off pieces of the company, such as transformers, when their business is sufficiently large enough to warrant concentration. You can't disperse manufacturing without volume, but we would rather have 20 plants employing 500 people than one big plant employing thousands. Business and agriculture must live and work together in numerous communities if we are all to prosper. When an area depends on the one industry for its livelihood, the result is a host of indigestible economic problems."

Jobs and Mischief

TAKING THEIR cue from Prime Minister St. Laurent, some prominent spokesmen of the Liberal party have been developing the theory that it is unpatriotic to talk about unemployment. "That sort of talk," Mr. St. Laurent said a couple of weeks ago, "can easily lead to defeatist thinking and can destroy that buoyant confidence which has been so large a factor in building our nation." And what's more, it can lead to some pretty dour thinking about the wisdom of the Liberal Government, which would be sacrilege and not to be tolerated. Party propagandists were quick to pursue the Prime Minister's line of thought, and set about proving that anything more than passing reference to the unemployment figures amounted to public mischief "committed in the guise of free speech".

It's nonsense, of course, to expect that unemployment will go away if everyone grins happily and ignores it. We can be as buoyantly confident as any Prime Minister could want us to be, but the fact would remain that hundreds of thousands of Canadians have been out of jobs during the past winter and that they will be in the same fix next winter if nobody does any talking and thinking now about the reasons for their plight. What is needed is more, not less talk about unemployment.

Jobs do not disappear because employers and workers are chronic pessimists, but mainly because goods cannot be sold —and one of the major influences on the conditions of sale is the economic policy, or lack of it, of the central government. If Mr. St. Laurent and his colleagues had spent more time last year thinking about that influence and less during the winter trying to convince the nation that there really wasn't a problem of unemployment, more men might have started 1955 with the buoyant confidence that comes with full bellies and regular pay cheques.

If the present "mischievous" talk about unemployment means that the Government will get down to some serious long-range thinking about the problem of winter work, it will have served its purpose.

Canadian Painter Honored in Paris

Art of Alfred Pellan Ranges from Realism to Abstraction

THE GIRL IN RED

The controversial Canadian painter, Alfred Pellan, switches readily from realistic to abstract art. This vivid and revealing portrait is characteristic of his more conservative style.

PORTRAIT DRAWING

Born in 1906, Pellan first studied at Quebec's Ecole des Beaux-Arts. While he was still in his teens, one of his pictures was purchased by the National Gallery of Canada.

GIRL IN BLUE CHAIR

The decorative style of Pellan's art has made him one of Canada's most original theatrical designers. His novel sets for Shakespearean productions won him fame in Montreal.

THE JUGGLER: DESIGN FOR TAPESTRY

In 1926, Pellan went to Paris to study under Lucien Simon. In 1935, he won first prize at the Première Exposition d'art Mural for France. His murals decorate the Canadian embassies at Paris and Rio de Janeiro.

FLOWERS AND DOMINOES

Pellan, now in Europe on a Canadian Government Fellowship, is currently having a one-man show at the famed Museum of Modern Art in Paris. He is the first North American to be so honored.

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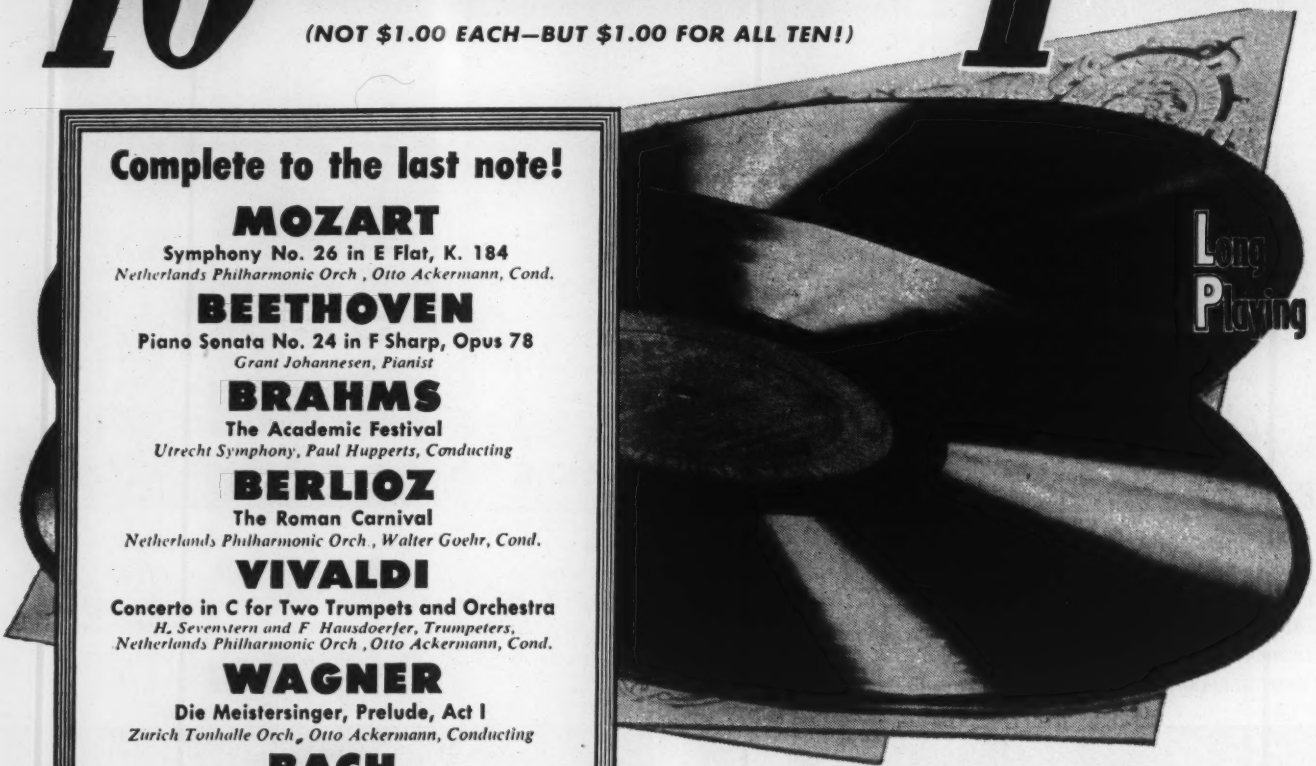

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Civil Defence a Failure Until it Makes Sense

By ERNEST WATKINS

IT WOULD be easy to write that the great debate on civil defence continues, save that it would be so palpably untrue. The debate does not continue. It flares up on occasion, when some Minister or official makes some clarion call for action and those who habitually write to the Press come back with letters questioning the efficacy of anything that the Minister or official has proposed. For the rest, there is apathy. Faced with the prospect of blast, heat, gamma-rays and fall-out, most of the inhabitants of the country shrug their shoulders and say, in effect, why expect me to be interested in arming a fire brigade with egg cups? All of which is a pity, for neither the scientists nor the soldiers are in the business of atomic warfare for fun.

Faced with a situation in which government spokesmen say something must be done and the public declines to do it, it is not invariably true that the public is right, but it is much more likely to be true that the government spokesmen have failed to find the right approach to the public mind. The average man is not really convinced that there can be nothing in civil defence, that he is doomed to sit and await events with folded hands. What he is looking for are plans that make sense to him. Public apathy can only mean that the present answers that have been given to all the questions from the public leave it very sceptical of the quality of the minds that provide them. The answers seem to make sense only to those who put them out, and even this, sometimes, seems to be a charitable assumption.

Probably experience of civil defence in the last war is, now, more of a hindrance than a help. The British did solve their problems reasonably well. They started by expecting something worse than the reality that later came. For instance, in 1939 Government officials were telling their counterparts in the boroughs of East London that they should get quotations from barge owners for the cost of shipping corpses down the Thames, to be dumped in the sea, on a basis of so much per ton weight, and that grim prospect galvanized the boroughs into action as nothing else could have done, short of war itself.

In Britain, civil defence was based on individual action and neighborhood responsibility and from that point of view Britain was fortunate in that the climax of the attack upon her came before the weapons of mass destruction had been perfected. Germany pinned more faith in the neighborhood shelter, the bunker, but in the end even that was overwhelmed. The last Allied raid of all, on Dresden (in retrospect one of the worst Allied bombing blunders of the war) effectively wiped out a whole city in a matter of hours and no kind of ground organization could have made much difference. For the next war, Dresden is the starting point, not London.

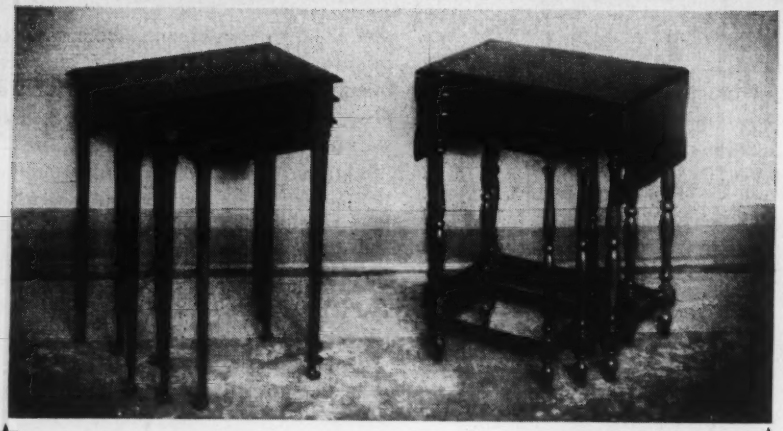
There are two problems in civil defence today, and the second is probably the more important. The first is how to enable as many people as possible in a target area to survive. The second is how to enable those who do not live in a target area to survive, and continue to work.

In these days of "popularized" science most people have derived—but not from official sources—some idea of the effect of a nuclear fission bomb. They have not derived, either from official sources or elsewhere, much information about what they can do to increase their own chances of living thereafter. Large numbers of Canadians inhabit wooden structures, generally with basements. Is the individual safer on the ground-level floor or in the basement? If the house is fired, is the basement a fair refuge or a natural incinerator? Is it worth while equipping a basement with an emergency exit? Is there anything the individual householder can do—and afford to do—which will make his basement more secure? If shelter below ground is a protection, will this be organized on a community basis (the bunker, or deep shelter) or on an individual basis (the slit-trench)? How can a slit trench be made habitable, cheaply, in winter? Are there any publications on the best first aid methods for the after-effects of a bomb, and, if so, where and how can they be obtained? The percentage of the population who feel that they have in their minds firm answers to these questions, and a host of others like them, must be extremely small, and yet civil defence only begins when the individual feels that he himself can take practical action likely to make some difference to the fate of himself and his family.

WHEN it comes to the prospects of those who do survive, the outlook seems hardly more clear. A hydrogen bomb exploded over Calgary would, given the right southerly wind, wipe out everyone in that city, at least half the people in Edmonton, and virtually all the population along the line in between. In short, up to half the population of Alberta would be dead. It's no exaggeration to say that a dozen well-placed bombs would kill, either at once or within weeks, at least a

Miller

IS EXPERIENCE in civil defence in the last war a hindrance or a help?



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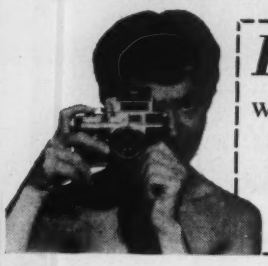

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third of the population of all Canada (the same number would kill about half the population of Britain) and, if that happened, clearing up the mess would rank rather low in the order of priorities in the minds of those who did survive. Their problem would be how to keep alive. In such a situation plans—at least, those at present revealed—for evacuating cities seem almost childish.

What seems to be lacking in the official plans—and this may be a cause of the obvious lack of public interest—are some such positive and sensible ideas on what is to be done for, and with, the survivors. Again to take Alberta as an example, suppose that Calgary and Edmonton, and their inhabitants, have gone. With them there will also have gone the present administrative organization of the whole Province, both governmental and commercial. And yet some half a million people in the Province will still be alive, still be in need of food and supplies, and still be capable of work. They may have some reserves of food and other supplies at home, sufficient for a short time, but clearly the first question that must face them is what to do for the future, particularly for the next winter.

The picture in Ontario could be very similar. Suppose a hydrogen bomb dropped on Niagara and an unfavorable wind carried the fall-out as far as Oshawa, killing most of Toronto on the way. Who takes over from there? If there are plans for precisely this kind of emergency, who knows about them? Officials in Toronto, or in Ottawa, who may well be among the dead at the moment when they are most needed? It does not look as though the public has much feeling of confidence that this side of the prospective horror is at all in the forefront of the official mind, and yet the cardinal fact is that the future of the whole country may very well depend on how quickly the people left alive in it after the first attack reorganize themselves and their activities.

The dilemma is real. The public is often foolishly resentful of a security silence that is entirely justified. Equally, those with responsibilities sometimes assume that silence must always be an ingredient in security. Over civil defence this can hardly be so. The difference between a mortal attack and an attack which just fails to be mortal may well be made by the public reaction in the first days that follow the first blow. If the survivors are to recover their nerve, they must have thought out in advance what they will do then. The Canadian people are not deficient in personal initiative and resilience, nor are they prone to panic. They can safely be told in detail what is both provided for, and expected of, those who do survive. When that stage starts, then civil defence will really begin to be a word with some meaning to those who hear it.

Letter from New York

Political Objectives or Military Victories?

By Anthony West

PRESUMABLY CANADA has by now had its fill of comment on the dismal disclosures of the Yalta papers, which the Republicans flung like a monkey wrench into the machinery of Western Europe in the hope of picking up a few Polish and German votes in the 1956 elections. There is not much to be said about this new diplomatic feat of Mr. Dulles's except to say that it rivals in its ineptitude his skilful sabotage of Mendès-France's arms pool scheme, the result of which was to bring to power M. Faure whose incapacities are being so embarrassingly unveiled by his paralysis in the face of the proceedings of M. Poujade. These two triumphs are by way of curtain raisers for a larger crisis which insiders in the Republican Party are discussing with increasing anxiety.

The Secretary of State on his recent visit to Canada explained his reasons for drawing the *ne plus ultra* line between Quemoy and the Chinese mainland and failed to convince the Canadian Government. He has also, it now appears, failed to convince his own soldiers, and the strongest rumors are circulating that General Ridgway is considering resignation in protest against the military folly of fighting on this issue. The story goes that General Gruenther, now the NATO commander, has already been warned to be ready to replace him. The military school of thought which General Ridgway is said to represent holds that American power can only be effectively used by concentrated blows at focal points of enemy power, delivered at times and along lines of approach freely chosen by the American command. Mr. Dulles's *ne plus ultra* policy has very nearly put the soldiers into a box, committing them to a major effort in a secondary theatre in such a way that the initiative and the choice of time are entirely in enemy hands.

While military analogies cannot be pressed very far, it is present to the minds of most soldiers that four of the great military disasters of modern times resulted from pinning armies to pre-selected points and thus handing freedom of action to the enemy. This mistake resulted in the destruction of the French army in 1940, the destruction of the Russian armies in the encirclement battles of 1941, the destruction of the Australo-British army at Singapore, and the destruction of the German army at Stalingrad. The last example is the most interesting from the point of view of modern military theory because the Russian campaign of 1941-45 was the only one that has so far been fought with modern weapons on a truly continental scale, the actual battle zone covering some 700,000 square miles. In those conditions the aims of land fighting began to approximate to those of fighting at sea, as the German soldiers realized from December, 1941 onwards; it was a matter of manoeuvring in a void with the intentions of securing their bases, keeping their own striking power concentrated, forcing the enemy to disperse their effort, and of finishing off his scattered forces in series.

In late 1941 all the German field generals in Russia wanted to do the military equivalent of returning to base to refit and rearm so that they would be able to fight the Russian armies switched from Siberia the following spring at places and times of their own choosing. Hitler pinned them to the ground where they stood, investing names on the map with a mystic significance that they did not possess. This *ne plus ultra* policy resulted in the piecemeal frittering away of the technically magnificent German armies by forces inferior to them in almost every respect.

Many American soldiers have been considerably impressed by the Russian ability to make use of the lessons they learned in 1942-45. Their big lesson was learned at Kharkov late in 1942. They accumulated a local superiority of eight to one in divisions for the purely political purpose of recapturing this centre of culture and tradition from Manstein's Army Group. As it was a political aim it was transparent; so was the fact that once the town was recovered prestige would force the Russians to try to hold onto it. Hitler co-operated fully with the Russians by ordering Manstein to make a frontal attack to take Kharkov back, but this brilliant General had seen that the enemy had given up their freedom of action by adopting a political objective and happily made the most of his chances. Sweeping in on the flank and rear of the Russian army at points of his own choosing he rolled up the whole enemy front from Kharkov as far as Bielgorod, disintegrated its organization and captured 600 tanks and 1,000 guns. As a result of this disaster the Russians were reduced to impotence for nearly a year. But they never fought for their own political objectives again; they selected points of attack vital to German prestige and manoeuvred round the forces fixed to them by Hitler's military "genius".

International

U.S. SECRETARY OF STATE DULLES: His ne plus ultra *policy unconvincing.*

Wide World

GENERAL RIDGWAY: Resigning?

The soldiers who believe that this was the supreme lesson of the late war take a somewhat jaundiced view of later developments. The Berlin Airlift can be made much of as a Western success, but it does not look so good as a Russian experiment designed to find out how much the Westerners would invest in a purely political aim. Berlin is entirely meaningless from a military point of view and very little more significant in "realistic" political terms. Any value it may have as a symbol of Western good intentions towards the Germans is nicely balanced by the fact that it is in control of foreign soldiers. But whatever German feelings on the question may be, the Airlift demonstrated that there was almost no limit to

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the readiness of the Westerners to commit themselves at a given point for reasons of a purely political nature.

Korea was a second experiment of the same kind and its lessons are equally ominous from the military theorist's point of view. The time, place, and scale of operation were all decided by the Russians, and the war continued until the Russians chose to stop it on their own terms.

While the second of these two experiments of a semi-theoretical nature was in progress, another extremely practical one was made in Indo-China at Dienbienphu. Here a French force was pinned to a point of neither geographical, industrial, or political importance which had become magically invested with national prestige. When the garrison of less than 40,000 men surrendered, the position of France as a power in the Far East was liquidated, irreparable damage was done to the French will to fight in any conflict in the foreseeable future, and the stage was set for the recognition of China as one of the great powers at Geneva. These enormous international political results were achieved without any risk whatever to the Chinese.

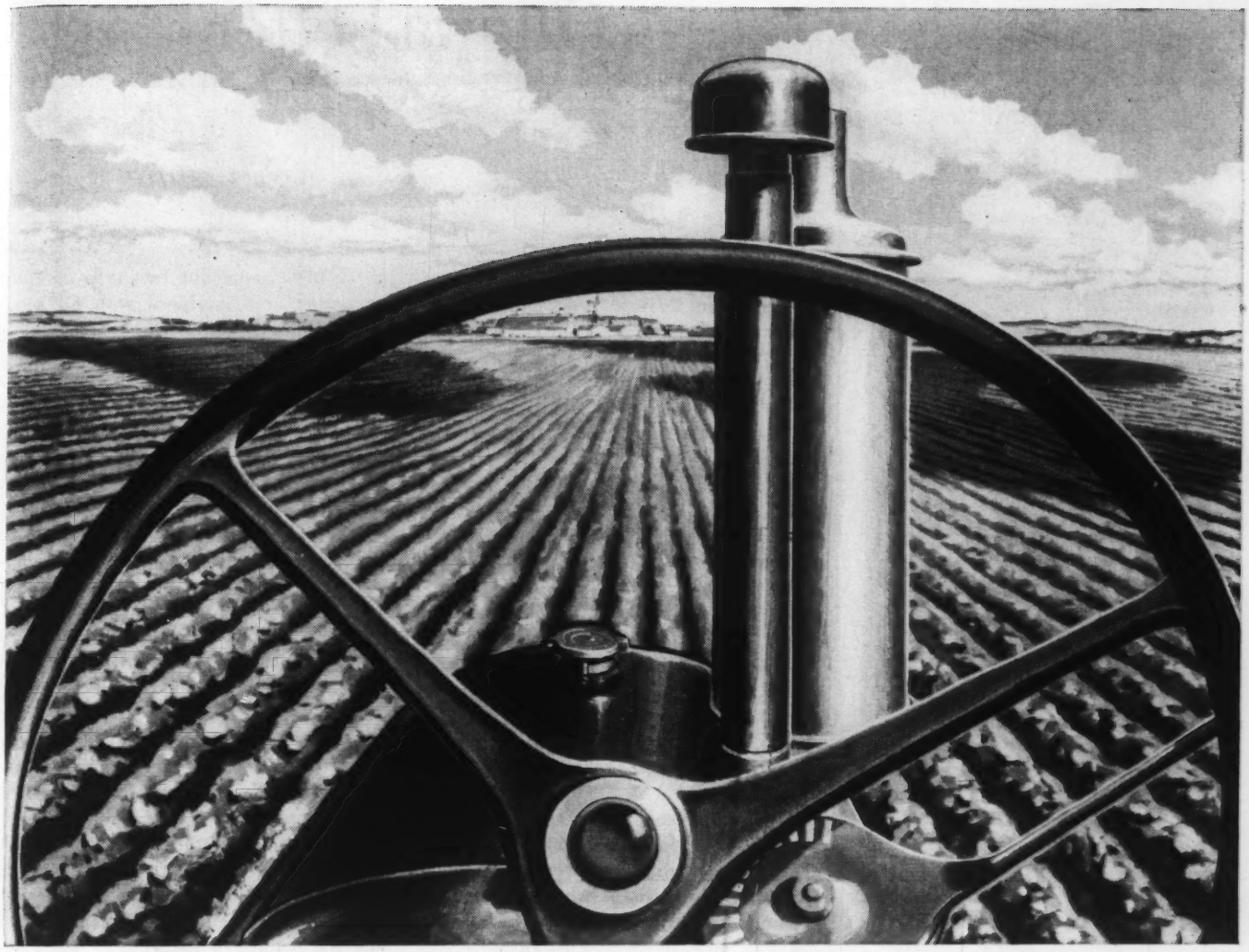
It is thought by a considerable number of soldiers that Dienbienphu is the pattern operation for a Communist Tar-baby policy. By progressively making Korea, Formosa, Hong Kong, Southern Indo-China, Thailand, Burma, Nepal and Iran hot centres of crisis, United States military effort can be dispersed just as the Nazi military effort was dispersed along the thousand-mile front between Leningrad and the Crimea. The fixing can be done cheaply by such client forces as the Chinese and local nationalist movements. Checks inflicted on these client forces have no effect on Russian prestige or military power, whereas every local success brings in entirely disproportionate gains both by increasing the manoeuvre area outside Russia's frontiers and by spreading moral dismay among the second and third class powers.

There is a school of thought which dismisses these theories on the ground that they are based on 1939-45 military experience and that they disregard the existence of the new thermonuclear weapons. Lay opinion foresees their use against cities and industrial centres for terror purposes and conjures up dramatic pictures of the end of civilization in universal chaos. Soldiers think along different lines, having always in their minds the idea of making war with the aim of victory. The new school of military thought considers that obliteration raids with thermonuclear weapons will obliterate any chance of victory, first of all since the ruin they would cause would suck the victors into economic disaster as fatal as defeat. The present state of Europe provides adequate warning on this score.

Wide World
GENERAL GRUENTHER: Alerted?

The soldiers foresee a kind of war in which the initiative and freedom of manoeuvre are all important. The objective of the opening stages of the new kind of war will be to force the opposing armies to concentrate so that they can be destroyed by thermonuclear bombardments. An army of say four motorized divisions and an armored division in an assembly area 150 miles square would be virtually immune to atomic attack. For it to operate effectively in defence it would have to be concentrated in an area in which its weapons would provide interlocking support, which means in practice within an area of 18 by 24 miles. In such an area it could be wiped out by two or three thermonuclear bombs in an instant. The soldiers therefore imagine that battles will be long-drawn-out fluid affairs of an extremely nerve-racking kind, which will end abruptly when one side or the other gets pinned to a particular piece of ground which it cannot afford to give up.

These battles, which will be very like the manoeuvrings between the German and British fleets in the North Sea in 1914-18 (which made Jellicoe say, correctly, that he was the only commander on the allied side who could lose the war in an afternoon) will obviously be won by the side with the fewest political objectives. The commander who goes into battle with a directive that commits him to the defence of a particular city or zone will be half beaten; if his enemy knows where these holy places are, he will be a good deal more than half way to victory. For these reasons the soldiers believe that when Mr. Dulles falls in with the Russian Tar-baby policy and states where and in what circumstances American fleets and armies will concentrate and fight, he is doing more than creating the risk of war —he is setting the stage for catastrophe.



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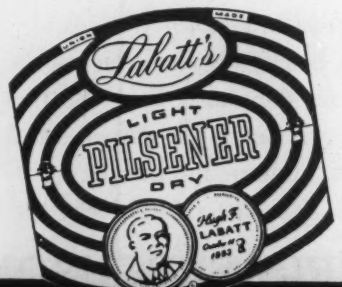

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Ottawa Letter

An Embarrassment in Real Estate

By John A. Stevenson

AN ITEM in the supplementary estimates for 1954-55 winds up a curious real estate deal made by the Government. In 1951, having decided that it was desirable to concentrate under one roof the establishments of the Royal Canadian Mounted Police, then scattered all over the capital, the Government leased for five years at an annual rental of $370,000 a Roman Catholic seminary at Overbrook on the outskirts of Ottawa. Then in 1953 the *Ottawa Citizen* announced that this new headquarters had been found inadequate for the needs of the RCMP and that the Government was planning the erection of a much larger building for them. But this project was abandoned in favor of negotiations for the purchase of the leased seminary. In August, 1954, the Government agreed to buy it for $5 million.

The Government was apparently nervous lest the transaction, when it was revealed to Parliament, would encounter severe criticism, and so strange tactics for getting the necessary votes through Parliament were adopted. First of all a vote for $1 million was inserted in the first supplementary estimates for 1954-55. Later in the year an additional amount was appropriated for the deal out of the unspent portion of $10.6 million voted for public works in the province of Ontario in the fiscal year 1954-55. Then a couple of weeks ago the Government, in a belated batch of supplementary estimates for 1954-55, sought a further vote of $1,576,666 to complete the purchase price.

The whole business seemed fishy to the Opposition and Mr. Harris, the Minister of Finance, was obviously uncomfortable throughout a searching inquisition, lasting nearly two hours, to which he was subjected by C. W. Hodgson (PC, Victoria-Haliburton), R. H. Small (PC, Toronto Danforth), John Hamilton (PC, York West), Stanley Knowles (CCF, Winnipeg North Centre) and others.

Mr. Harris contended that the deal had saved the public money, as a new building for the RCMP would have cost at least $10 million, and denied the charge that the former seminary was proving inadequate for the needs of the police. But he made no effort to deal with the allegation of Mr. Hamilton that the price paid by the Government for the building was at the rate of $22.50 per square foot and that competent architects estimate that they could provide the best type of office accommodation, equipped with all modern facilities, at between $15 and $20 per square foot. He admitted, however, that the switch of funds voted specifically for certain buildings to another not mentioned in the vote, was "the type of thing one should avoid if one can", but he resisted a perfectly proper demand of Mr. Knowles that certain minutes of the Treasury Board about the deal should be produced in Parliament. He was immensely relieved when the Opposition, although far from satisfied with his rather labored explanations, let the vote pass.

MR. DREW was not convincing when he criticized the CCF for giving, and Mr. Attlee, the leader of the British Labor party, for accepting an invitation to deliver a series of addresses in Canada between April 11 and 29. He argued that by Mr. Attlee's intrusion into the Canadian political arena "a tradition going back to Confederation" was being violated. If there ever was any such tradition that the politics of the units of the Commonwealth should be kept in separate watertight compartments, there have been numerous violations of it, mostly by disciples of Mr. Drew's own political faith.

Mr. Coldwell has pointed out that Sir George Foster, in his day a leading chieftain of the Canadian Conservative party, actually campaigned in Britain in favor of the British Tory party's policy of tariff reform. He might have added that another prominent Conservative, W. F. Cockshutt, long the member for Brantford, followed his example. During the reciprocity election of 1911 a British Tory politician, Sir Robert Horne, who later became Chancellor of the Exchequer and Lord Horne, spoke against reciprocity on at least one Conservative platform in Ontario. Furthermore, when the Conservative party was in power at Ottawa under its greatest leader, Sir John A. Macdonald, the House of Commons passed a resolution in favor of Home Rule for Ireland, which was a matter of no direct concern to Canada.

Mr. Drew's protest was a rash and wholly unprofitable adventure. It could not have stopped the visit of Mr. Attlee; it antagonized the CCF, whose co-operation in divisions he has found useful; and it revealed a lamentable innocence about political realities.

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Books

Four Sunny Windows

By Robertson Davies

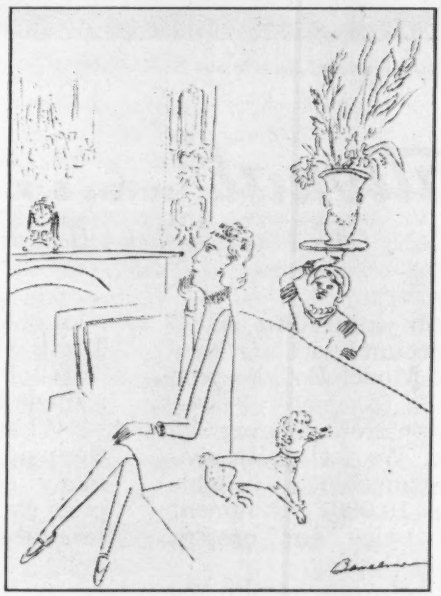
FOUR BOOKS ARE AT HAND, each one a window through which the author asks us to look at his particular view of life; and because the four authors share a comic, as opposed to a tragic, attitude towards life, the windows are sunny ones, comparatively speaking. But how very different they are! Surely some learned professor, at some time, has written an important book to demonstrate that a much greater diversity of outlook and feeling is possible in comedy than in tragedy; if no one has done so, I generously make a present of the idea to anyone who wants it.

John P. Marquand is an author whom it is fashionable for critics to patronize. He is very successful, and therefore they wonder if he can really be good. He has much to say, but it never clots into a recognizable Message. He is a fine craftsman, but he is not brilliant. He is a satirist, but he is never a sorehead, and therefore easily contradicted, which is what critics like a satirist to be. He is primarily an entertainer, and seems to feel no shame in this supposedly lowly estate.

His latest book, *Sincerely, Willis Wayde,* is an admirable example of his craft. Patiently and rather slowly (511 pages) he builds up a full-length portrait of a man whom his own father describes as a son of a bitch. Willis rises from humble, but not unpromising, beginnings to be a very big figure in the belting business; he cuts a few throats on his way up, but more in sorrow than in anger; his creed is very simply that nothing must stand in the way of his advancement, which he identifies with progress; when we last see Willis he is a very prominent man, in his line, and he is happy within the limits that he has set for himself.

This book has been compared with *Babbitt,* but the comparison is unjust to both works. Sinclair Lewis wrote in a white heat of rage and scorn, and Babbitt emerged as a contemptible, confused, fatheaded, but rather lovable creature. Lewis had the spirit of the great satirist; he truly cared about the enormities he attacked; he wept hot and bitter tears for the depravity of mankind. He stripped Babbitt of all dignity, but he left him a rich humanity. Mr. Marquand, on the other hand, does not care very much about Willis Wayde. He simply says: Here is a very successful man, as I see him; what do you think of him? He has written with a very cool head, and perhaps with a cooler heart than is really comfortable.

Yet his book emerges with the warmth of comedy in it. I found myself liking Willis, though I was conscious that if our paths ever crossed, Willis would certainly not like me. But there is something engaging about his immense satisfaction with himself, and he brings a gusto to the vast amount of toadying he does which is rather endearing. His yearning for self-improvement (because you can never tell when a dab of culture may be handy in attracting the attention of a really big man in the belting game) and the way he sweats under the cultural superiority of



LADY MENDL at home by Ludwig Bemelmans, author and illustrator of To the One I Love the Best.

his dim and ineffectual wife, are pitiable, rather than laughable. Yes, I liked Willis, while fully agreeing with his father's definition, and I admired Mr. Marquand's admirable control, and the serenity of his outlook on a rather repellent patch of human nature.

Serenity and detachment are also the characteristics of Ludwig Bemelmans' memoir of Lady Mendl, which he calls *To the One I Love the Best.* We gather that Bemelmans loved Lady Mendl as a true friend, but he did not give her his whole heart. And who could do so? The old woman was, in the Irish phrase, a terror and a fright to the world. Rapacious, domineering, egotistical and eccentric, she lived in the calm at the heart of a whirlwind of her own contriving. Lucky Lady Mendl to have Bemelmans as her memorialist! What would she not have become in Marquand's hands!

When first he met her, this old party was already ninety, and clinging fiercely to all the prerogatives of both youth and middle age. She asked him to be a member of her household, and he did so. This household comprised an overdriven secretary, a number of capricious servants, and her husband, Sir Charles, who appears to have had something much less than a dog's life. Lady Mendl's passion was Beauty—which seems to have meant pretty little clocks, amusing bathrooms, and everything in her own taste; she was a great interior decorator in her time, and in her old age she was an interior decorator with a Napoleonic, if not completely Messianic, delusion. Even as described by Bemelmans, I find her ineffably repugnant. What she needed was a good sound slapping, twice a day, but people with the courage to slap harridans of ninety are very rare.

The portrait in this book which fascinated me was not that of Lady Mendl or any of her unpleasant gang, but of Bemelmans himself. Here is a man with a depth and quality of perception extremely rare among modern writers; he brings to his writing a sense of warm revelation which is usually the attribute of painting. He disguises himself with gobbets of European charm, like whipped cream dropped on coffee, but under the disguise there is a sensitivity and fullness of spirit which expresses itself in the truest and deepest sort of comedy. This is not the comedy which is close to tears, but the comedy which is still, warm, glowing like a ruby—the illumination which lies at the very heart of life.

How different is the comedy which is *about* something. In *The Smallest Room* John Pudney has set to work to be funny about privies. He succeeds very creditably. But it seems to me that he is hindered by a very English delicacy in dealing with this theme. The title itself—"the smallest room"—conjures up pictures of pruriently refined maiden ladies making a great fuss about the fact that they excrete, like the rest of God's creatures. And all through the book, though it never sinks to cheapness, there is a certain spirit of dithering daintiness. It takes great courage, and even greater talent, to be Rabelaisian; it is quite easy to be dirty. We must not be unjust to Mr. Pudney because he has fallen short of the highest achievement in this realm. His book is fit to stand on the shelf beside Chic Sale's *The Specialist,* and that is high praise; some of his mannerisms of writing are worrisome, but he is sound at bottom, shall we say.

I seem to be in a minority respecting

the comic talents of Miss Cornelia Otis Skinner. Everywhere I meet critics and readers who rave about her pieces, and because I am a humble creature I am driven to think that I must be wrong, and lacking in a sense of fun, because I do not greatly enjoy her work. Here, for instance, is her latest book, *Bottoms Up!*, which a great many people seem to like. But I don't. There is, for me, a sense of strain in these pieces — a desire to be funny or die in the attempt—which leaves me glum. The title is also that of the last essay in the book, which is a transcript of a speech which Miss Skinner gave to the American Gynaecological Society. Get it? Bottoms up, see, because when you go to a gynaecologist, that's the way he examines you, see? If heavy indelicacy entertains you, you'll scream at this one.

Often I have wondered if I do not find Miss Skinner ineffective as a funny writer, simply because I admire her so much as an actress. Now I am certain when she delivered the speech called Bottoms Up! it was very, very funny. She brought her great charm, her fine technique, and her distinction as an actress to the service of this rather nudging, underbred piece of writing, and made a triumph of it. And so with all the pieces in this book. If Miss Skinner could but read them to us, how good they might be. But as they stand, they are incomplete monologues, as empty as the comedian's costume when it hangs on the hook.

SINCERELY, WILLIS WAYDE—by John P. Marquand—pp. 511—*Little, Brown*—*$4.50.*

TO THE ONE I LOVE THE BEST—by Ludwig Bemelmans—pp. 255 & illustrations—*Macmillan*—*$4.25.*

THE SMALLEST ROOM—by John Pudney—pp. 150 & decorations—*Michael Joseph*—*$2.50.*

BOTTOMS UP!—by Cornelia Otis Skinner—pp. 208 & drawings by Alajalov—*Dodd, Mead*—*$3.50.*

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Foreign Affairs

Soviets Will Fight to the Last Chinaman

By Willson Woodside

IT IS NOT so very far from the Formosa crisis to the Soviet bid for talks on the Austrian question. For many reasons the Soviets are not at all averse to seeing the Americans drawn into a "small" war with China; but they are taking careful precautions to see that such a war does not spread and involve them.

In their planning, military, political and psychological considerations are all blended together; and for each and all of these reasons they must welcome a new conflict between the United States and Communist China. Its psychological effect can be seen perfectly in Nehru's latest outburst against Western "intervention" in Asian affairs: it can be presented to Asians in starkly simple propaganda as a case of "Americans fighting Asians". And if the Americans should use atomic weapons, of any size, against Asians, all the better for this line.

Politically, this conflict establishes Red China as the active "champion of Asian freedom" against "Western imperialism", while dividing the Western powers against each other. At the Bandung Conference of Afro-Asian nations this month, the Chinese Communists will try to make themselves the leaders of all the recently freed peoples of Asia and the still dependent peoples of Africa in their struggle against the "colonial powers". Nehru seems to think that for India to maintain her claim to leadership she must outdo China along this same line.

Militarily, a struggle in the Formosa Strait ties down American power at the farthest end of the U.S. supply line, and in the only spot on the globe where the U.S. has no allies.

But would the Soviets play with fire in this manner, when a "small" war might easily spread into a big one which would involve them? It is hard to see why the notion is so widely accepted on this continent that a small war for Matsu is likely to swiftly become a big one for the whole world. There have been many experiences since 1945 to disprove this, and to prove, to the contrary, that the tendency of the big powers today is to exert themselves to *keep* a war from spreading.

The Greek War was carefully regulated in temperature for nearly four years and prevented from spreading into a Balkan War. At least three other wars were prevented from ever quite breaking out: the Soviet Blockade of Berlin and its defeat by Allied air power; the year-long border war against Tito, which was backed by heavy Soviet and satellite military concentrations; and the evacuation of Iran, forced on the Soviets in 1946. In Korea, the Soviets refrained, even in the most difficult hours, from sending in organized Red Army units, while the Americans refused to let MacArthur or Van Fleet carry hostilities into Manchuria. The Soviets and the Chinese kept the Indo-China War just warm enough to drain and finally exhaust the French; and the Americans, as we know now, decided against intervention there at the time of Dienbienphu. They also backed away from proposals for bombing China during the Formosa crisis of last fall.

Now see what the Soviets are doing to ensure that a fight between the U.S. and China over Formosa or the offshore islands does not spread to involve them in Europe. They have a UN disarmament

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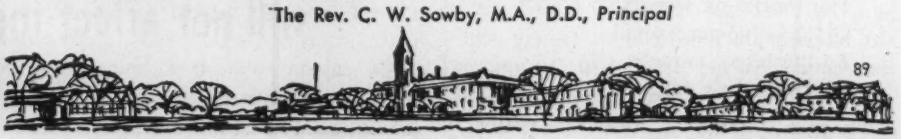
The Rev. C. W. Sowby, M.A., D.D., *Principal*



committee sitting in London right now. But since that is supposed to meet in secret and the various proposals they have "leaked" to their press have not received as much propaganda play as they would like, the Soviets are now clamoring for a full-scale disarmament conference in 1955. Talk of disarmament would lower the international temperature; and the moment any new danger of a rise in temperature appeared, the Soviets could go before this international conference with a plea for peace in a matter of hours.

It is noteworthy, in this connection, that they have not done any of the dire things they might have been expected to do, following on the ratification of the pacts on German admission to NATO, which they opposed furiously. They haven't called a new satellite conference, announced an increased arms program and named regional and supreme commanders for their joint forces, which would have alarmed Europe. Instead, they have called for a conference on the Austrian Treaty—the treaty which we have held for several years must be the test case as to whether they were serious about a general European settlement.

And the very day after the French Senate accepted the rearmament of Germany within a Western European Union, Marshal Bulganin said that he favored a four-power conference—that conference which the West had insisted all along could only take place *after* ratification of the Paris Pacts.

IF WE keep cool, we will realize that the Soviets have urgent reasons to gain time, to solve their serious food problem, and to carry out the far-reaching revolution in military planning, equipment and science forced on them by NATO's decision of last December to introduce tactical atomic weapons of all kinds into its planning. Their military leaders must avoid war at this time because they are behind in the atomic race, behind in electronics and in intercontinental bombers. Their political leaders must avoid war for the same reasons and also to prevent the marshals from taking over full power while they, the political leaders, are still arguing over who will be the new dictator.

We can turn our eyes resolutely, therefore, towards Asia and the problem of averting war over the off-shore islands of Matsu and Quemoy. Admiral Radford may be justified by later events, but there just isn't enough backing for a sharp "preventive" blow against China, in the U.S., the allies of the U.S., or the peoples we are trying to win over in Asia. The off-shore islands should be evacuated before they are attacked, as this commentary proposed last September. To keep the Chinese Communists from gaining an impression of American weakness from this, a U.S. division might be put into Formosa.

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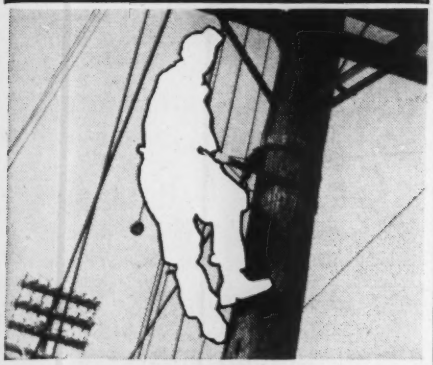
Spring
BOOK REVIEW

Once again Saturday Night will publish its Spring Book Review for book lovers across Canada. Look for it in the April 30th issue of Saturday Night.

A MAN'S ale



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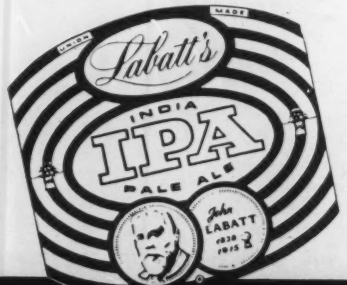


The swing is definitely to

LABATT'S

Chess Problem

By "Centaur"

PRESIDENT of the British Chess Problem Society is the Rev. Noel A. Bonavia-Hunt, M.A., born in London in 1882 and living near Bedford since 1937. He was designing organs for churches in his teens, has written six standard works on them, and is internationally known as an expert consultant. A book on radio and a classical treatise, *Horace the Minstrel*, have also come from his pen. His father was founder of Trinity College of Music and his mother a writer of children's books, who edited the *Musical Standard* for years.

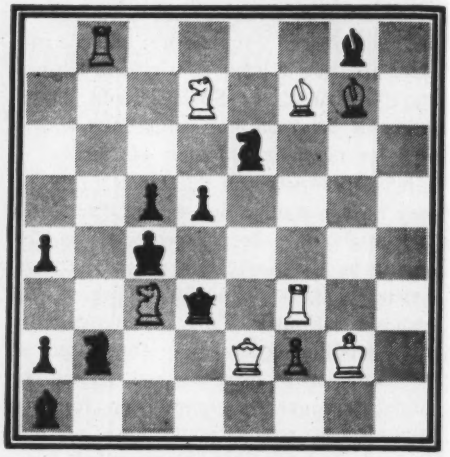
Despite his many activities this cleric has composed 680 chess problems.

SOLUTION OF PROBLEM NO. 112.

Key-move 1.Q-R7, waiting. If K-B3; 2.Q-K7 mate. If Kt-B6 or Q-R3, etc.; 2.QxP mate. If Q-B1, etc.; 2.Q-R1 mate. The set mate for K-B3 is the elegant 2.Kt-B7. For the Q and Kt moves there are the set mates by the Kt at the focal points QB4 and KB7. The focal changes are an ingenious mutate concept.

PROBLEM NO. 113, by N. Bonavia-Hunt.

Black—Ten Pieces.



White—Nine Pieces.

White mates in two.

I Give You My Word!

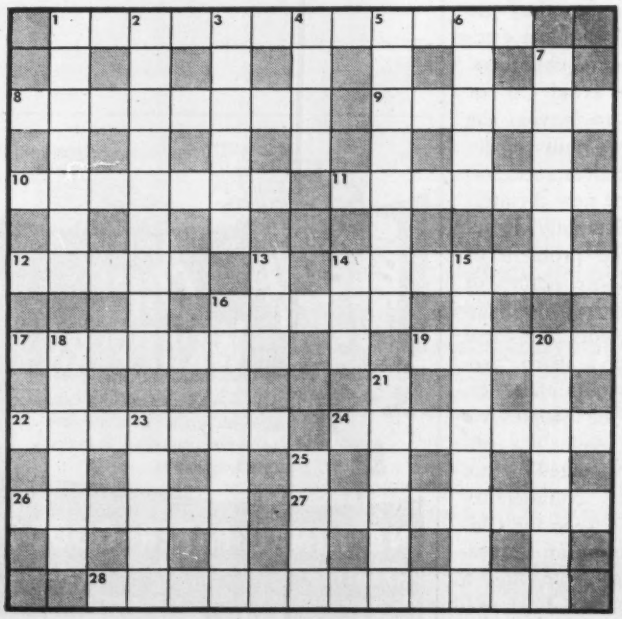
By Louis and Dorothy Crerar

ACROSS

1. Not really! (12)
8. Readjust rates set according to law. (8)
9. Sounds like iron courage. (6)
10. See 7
11. Expression of a clean G.I.? (7)
12. One of Kean's impersonations? (5)
14. What a surprise to find Canada when looking for a Western one. (7)
16. See 13. (5)
17. I get on to 14A and take time off. (7)
19. One who does, puts his best foot forward, no doubt. (5)
22. Just try to get a pint off the bishop! (7)
24. Hooked noses appear to be prominent in glasses. (7)
26. It's of an unusual deep color. (3, 3)
27. Conflict-ing ties of some interest? (3, 5)
28. Dempsey on the witness stand, expected to spring a surprise? (4-2-3-3)

DOWN

1. Seaman on the spot. (7)
2. Sort of way to get 23. (9)
3. A good cab, Monsieur, if care is taken over it. (6)
4. Take a turn from 2 and turn. (4)
5. Name Iran does not call its natives. (8)
6. Gets into a lather getting things in shape. (5)
7, 10. Result of Taurus in a china-shop? (6, 7)
13. Married 16A must have been, on the outside. (3)
14. It's small and round in appearance. (3)
15. It's not the explosion, it's the smell! (9)
16. That an animal carries a knapsack should be included among the howlers. (4, 4)
18. Just loved to make a fuss over the color of 26. (6)
20. Frederic's birthday was a most ingenious one to the Pirates. (7)
21. Dickens' cricket pitch? (6)
23. Not a horse-opera from Ascot. (5)
25. The Silver . . . who living had no note, When death approached, unlocked her silent throat". (4)



Solution to Last Week's Puzzle

ACROSS

1, 26, 8. There ought to be a law against it
6. Mona
10. Inertia
11. Acushla
12. Fortunes
14. Citron
16. Canoe
17. Ida
18. Shift
20. Vases
22. 19. All in all
23. Shaft
24. Affair
26. See 1A
29. Eyesore
30. Immense
32. Oath
33. See 16D

DOWN

1. Thief
2. Eye
3. Extrude
4. Un-American
5. Heat
7. Other
8. See 1A
9. Pupils
13. Rungs
15. Ballooning
16, 33. Caviare to the general
19. See 22
21. Sailor
23. Sherman
25. Fleet
27. Wheel
28. Mesh
31. Nor

(361)

What's news at Inco?

Tiny pieces of nickel speed cabled words three times faster across the Atlantic

1200 FEET DOWN, on the bottom of the Atlantic Ocean, is a metal case. In it is an electronic amplifier. Electric signals, weak from the long journey by cable, are here amplified and reshaped into stronger, clearer signals. With this single installation the cable's capacity was increased from 50 to 167 words a minute.

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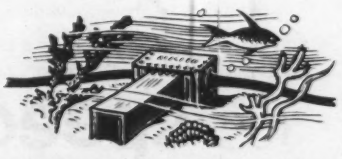
The first of these amplifiers was installed recently by Western Union on the company's cable which stretches under the Atlantic from Bay Roberts, Newfoundland, to Penzance, England.

THE NEW UNDERSEAS CABLE "BOOSTER" being lowered to the ocean floor, where it will amplify trans-Atlantic signals—allowing us to get messages from Europe three times faster than before. This is possible only because of the use of tiny pieces of nickel in the amplifier's vacuum tube.



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Films

Track of the Symbol

By Mary Lowrey Ross

SINCE I HAVEN'T read the novel by Walter Van Tilburg Clark from which *Track of the Cat* derives, I can't say how closely the film follows the original. I gathered, however, that it is a fairly hit-or-miss translation. There is, for instance, a good deal of undeveloped dialogue, particularly around the family table. The most conspicuously wicked son (Robert Mitchum) can hardly ask to have the fried eggs passed without having his mother (Beulah Bondi) burst into senile protest against foul-mouthed language and taking the Holy Name in vain. It hardly seems likely that this was the way *Track of the Cat* was written in the first place.

The rustic types presented here are almost as badly assorted as the family in *Tobacco Road*, though unfortunately they have none of the high crackling vitality that made the Jeeter Lesters so fascinating to watch. The mother is a harridan, the father a tottering alcoholic. The oldest son is a gentle, rather retarded type who does his best to keep peace in the family. ("There was a bit in him that wasn't in Pa and wasn't in me," his mother laments over his dead body—though what the bit was, beyond a talent for whittling wooden catamounts, the picture doesn't explain.) The second son (Robert Mitchum) is a lout who spends his outdoor time prowling after the catamount, or "painter" and his indoor time leering at the fiancée of his weak-spirited younger brother. Then there's a frustrated sister (Teresa Wright), who mopes and scolds and occasionally gets her face slapped by Ma. And finally there is Jo Sam, the Indian hired man, a mysterious character whose appearance suggests the late William Jennings Bryan in a clay pack. The "painter", which never shows up before the camera, is presented as a symbol of obsession, a sort of Moby Dick on land, but nobody seems very clear about what he symbolizes except Jo Sam, and Jo Sam won't talk.

My companion had it figured out that *Track of the Cat* was a straightforward horror picture, and that Jo Sam was the painter, a sort of werecat who haunted the family by day and raided the cattle-pen by night. As it turned out, however, the story didn't get around to this sensible solution. The painter manages to do in the two older brothers before he is shot by the weakling younger son, assisted by Jo Sam himself. Jo Sam, in spite of his horrendous make-up, is just an ordin-

Columbia

TYRONE POWER and Maureen O'Hara in The Long Gray Line.

ary Indian, and very handy to have about the house for digging graves.

The camera, a highly literal instrument, is never at its best when it is required to track down bodiless symbolism, particularly the type of symbolism which hasn't come to any sharp focus in the minds of the film-makers themselves. So it isn't much wonder that the picture seems even more confused than I have indicated and that the characters as a whole seem to have very little idea of what is expected of them.

If *Track of the Cat* depresses you, I'm afraid *The Long Gray Line* won't do much to raise your spirits. It doesn't, to be sure, move round in inexplicable circles. It just ploughs steadily ahead, taking in most of the life-span of Technical Sergeant Marty Maher of West Point. While the Sergeant appears to have led an admirable life, the account of it here is hardly more exciting than a six-day bicycle race over a level course.

The story, which is based on the biography *Bringing up the Brass,* takes the youthful Irish immigrant Marty (Tyrone Power) through his early vicissitudes as a waiter and West Point mess boy, and gradually promotes him to non-commissioned officer, counsellor and confidant of generations of cadets, and finally Grand Old Character of West Point. Along the way he marries a pretty Irish servant girl (Maureen O'Hara). There are tearful moments (Sergeant Maher loses his new-born son and resolves to adopt the army); comic moments (the Sergeant in a striped bathing suit practising the breast-stroke); and heart-warming moments. The film runs for two hours and a quarter, taking in a large share of West Point activities, and before it is over you may very well feel you have had the course.

They're going to have a baby...

THIS COUPLE has recently learned that their baby is on the way. Already, with the help of their doctor, they are planning for the welfare of the mother-to-be . . . and the arrival of a healthy child.

Thanks to the safeguards with which medical science has surrounded pregnancy and childbirth, the chances are better than ever that prospective parents can now realize their great expectations. In fact, infant mortality today has been cut to 35 per 1,000 live births. Only 25 years ago, it was around 94 per 1,000.

The record for mothers is even better. As recently as 1941, there were 35 maternal deaths among every 10,000 live births. Today, the rate has plummeted to less than eight deaths. These great gains have been made even though the number of births in recent years has exceeded four hundred thousand annually... an increase of almost 60 percent in the number of births since 1941.

An important factor in achieving this proud record has been the growing awareness among expectant parents of importance of medical care *started early and continued throughout pregnancy.*

So, if a baby is expected in your family, here are some of the things the expectant mother can do:

1. Take a calm, realistic and happy attitude about pregnancy. Should anything concern or upset you, take your questions to your doctor. He wants to help you face pregnancy as a normal, joyous state.

2. Follow your doctor's advice about periodic medical examinations, special diagnostic tests and particularly about rest, exercise, diet and weight control.

3. Plan, if possible, to have your baby in a hospital. There the equipment and facilities are available to give you the most modern medical and nursing care. It is wise to make hospital reservations promptly . . . for today, 8 out of every 10 mothers go to hospitals to have their babies.

The husband, too, can help by being understanding and by sharing home responsibilities with his wife over the months before the baby comes. The arrival of a new son or daughter is a most important event in family life . . . as important to the husband as to the wife. When home duties are shared, many problems fade away.

Metropolitan has published, for all parents-to-be, a booklet about the important and wonderfully rewarding job of parenthood. The title is: *Preparing for Parenthood.* Just fill in and mail the coupon below for your free copy.

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Lawrence of Arabia: Fruits of Glory

By RICHARD ALDINGTON: PART VI

ACCORDING TO a letter written on that day from Oxford, Lawrence was demobilized on the 1st of September, 1919, and not "in July," as he told Liddell Hart, or the "31st July," as he told Robert Graves. The discrepancy is not of the slightest importance except that it illustrates so well Lawrence's modest confession "that he never forgot anything he's read in a book and that, without an effort, he could recall any date". Like everyone else in that situation of abrupt return to civilian status, he was faced with the problem of what to do with the life suddenly handed back to him after years of servitude.

On the face of it, he seemed more fortunate than most temporary officers just released. Lowell Thomas had made him the hit of the season in London, and was rapidly building him up as the national hero. An Oxford College had given him rooms (very hard to find at the time) and a small subsidy to write a book. But early in the next year he had discovered at least one of the inconveniences attached to great popularity. He wrote that he loved it though he couldn't afford it: he felt that popular heroes who were poor suffered greatly at the hands of well-intentioned admirers. This brings up the topic of Lawrence's finances, which is another of his *ténébreuses affaires.*

At all events on demobilization, his army pay ceased and he claimed that he received only a small gratuity. His statement that during the war he put all his pay "into the show" probably means no more than that, like most other young officers, he spent it. His only known earned income at that time was the £200 a year from All Souls, and that in a period of inflation. Yet on that same day (1st September, 1919), he bought a little more than five acres of land at Pole Hill, Chingford, Essex.

At that time he had written a large part of his war book, and certainly then hoped to make money out of it. Moreover, he evidently expected to inherit some of Sir Thomas Chapman's estate, unless it was mere boasting which led him to write to F. N. Doubleday: "My father was kind to me, and spent none of the capital he received from his father . . . and unless I marry non-supporting wives or have children, all will be well with me." It is hopeless to try to reconcile this rentier's letter with his sturdy working-man's statement to the Socialist MP, Thurtle, that he (Lawrence) was "almost entirely self-made", as his father had "five sons, and only £300 a year". Although he received no money under his father's will, Lawrence also wrote to Mrs. Shaw stating definitely that he had received money from Ireland.

All this is very confused, but one fact stands out clearly—during the period 1919 - 22, Lawrence overspent hopelessly and got heavily into debt. He could not resist doing things "in a lordly way", any more than he could resist his impulses of generosity. When he had money, he must spend it, and this led him to make reckless debts and commitments which he could not afford. It was generous but unwise.

When he wrote that one of his reasons for joining the R.A.F. was that he was "broke", he was stating a plain but painful fact; for even as late as January, 1927, his bank overdraft is given as £7,000.

Although Lawrence continued to use All Souls College as his address, he soon abandoned it as a regular place of residence, and found secret refuge in the attic of an office belonging to Sir Herbert Baker, an architect, in Barton Street, Westminster. Why was this? How did it happen that a man who very soon was to make the singular claim that he had sought and found monastic seclusion in the noise and promiscuity of a barrackroom, should have been unable to live and to work tranquilly at his book in the calm and near monastic conditions of an Oxford College? According to Sir Charles Oman (himself a Fellow), All Souls was particularly quiet since many of the Fellows were present only during week-ends.

Lawrence had been only a week out of the Army—and hence free from the regulation which forbids soldiers writing letters to the Press—when he began a public propaganda for the Arab Bureau ideas by a letter to *The Times.* Lowell Thomas's lecture, which perhaps as a delicate tribute had opened on the eve of Lawrence's thirty-first birthday, had already made him in the eyes of the ordinary public not only the hero of the great Arab war but the great authority on Arabian affairs.

Miller

KING IBN SAUD: Fatally misjudged by Lawrence.

In May of 1920, there was a sudden and bloody uprising in Irak—British garrisons were massacred, an infantry battalion was ambushed, and Leachman was murdered. Forty thousand troops and an annual expenditure of thirty million pounds were needed "to preserve order".

Two months later came the defeat and expulsion of Feisal from Syria. Lawrence at once jumped into the debate which followed these disasters with newspaper comments during August, 1920. The scandal of Irak became such an embarrassment to the Lloyd George government that they took Arabian affairs out of the hands of Curzon and Montagu, and entrusted them to Mr. Churchill. Coming fresh to the situation, Mr. Churchill found Lawrence installed in public opinion as the authority on Arabia, and apparently did not know the flimsy basis on which that reputation rested. He really had no choice but to invite Lawrence's collaboration.

Rather different accounts are given of the Cairo Conference which met in March, 1921, to try to clear up the Middle Eastern muddle. The Conference, Mr. Churchill says, brought together nearly all the Middle East experts. It lasted a whole month, and came to the decision to make amends to "the Arabs" by placing on the throne of Irak the Emir Feisal, and keeping him there not by a large and expensive garrison, but by the threat of air

bombardment from planes of the RAF, which were stationed at an aerodrome on the Euphrates.

According to Mr. Churchill, the Conference, having reached its decisions after a month's discussion, submitted them to the Cabinet, and it took an anxious and difficult year of administration to implement the decisions. According to Lawrence's accounts, as reported by Liddell Hart and Mr. Namier, the Conference was a mere farce and camouflage. The High Commissioners of Egypt, Palestine and Mesopotamia, with Governors and Generals from all the area to Aden and Somaliland, were brought together merely to act as obsequious rubber stamps on documentary decisions "prepared by us in London, over dinner tables at the Ship Restaurant in Whitehall". In explaining to Captain Hart what happened, Lawrence dropped the "us" and asserted that he personally "settled not only the questions the Conference would consider, but the decision they would reach".

There were several candidates for the throne of Irak beside Feisal, among them a "native son", Saiyid Talib; Ibn Saud; and Khazal Khan. At an earlier date, "a semi-official plebiscite" in Irak had shown no wish for Feisal. According to Philby, Sir Percy Cox had promised that "starting with a representative provisional government" the Irakis would then go on "to free elections to a constituent assembly, which would determine the future constitution of the country, and, if so desired, choose the future head of State". What happened may be told in Philby's words:

"Saiyid Talib had, by Sir Percy Cox's orders, been kidnapped while a guest in his house, and had been carried off in an armored car to a launch waiting downstream to take him to Basra and internment in Ceylon." The other candidates for the throne were simply ignored, and "Cox organized a plebiscite on the single question: Do you want Feisal to reign over you?" As the alternative was the continuation of the undiluted foreign rule which the Irakis most wanted to be rid of, it is hardly surprising that 96½ per cent of those voting said 'Yes'."

There was one arrangement hurriedly made after the Conference had ended which had not been settled over dinners at the Ship Inn, Whitehall. The Conference itself had been somewhat dismayed by a telegram conveying the unwelcome tidings that Sharif Abdulla with armed forces had arrived at Amman "for an attack on the French in Syria". Probably there was not much fear that Abdulla would drive the French out of Syria, but there were no British troops available to check him, and the real fear was that when he was defeated the French would pursue him and occupy Amman. According to Lawrence, it was he who suggested to Mr. Churchill that Abdulla should be installed as head

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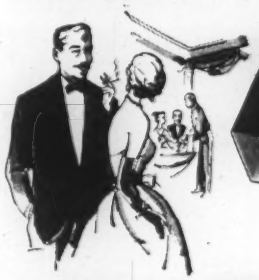

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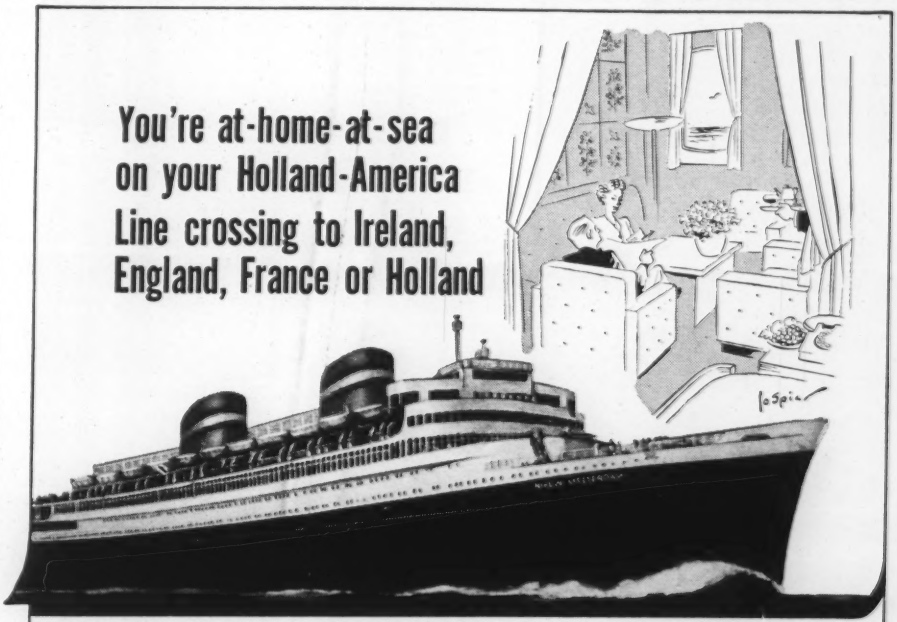

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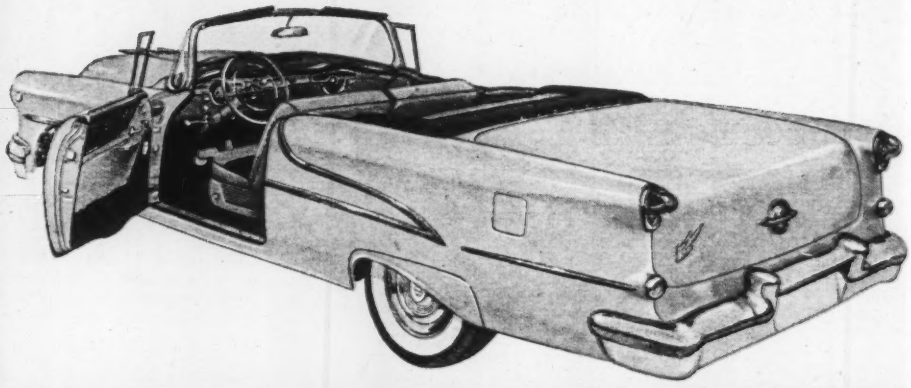
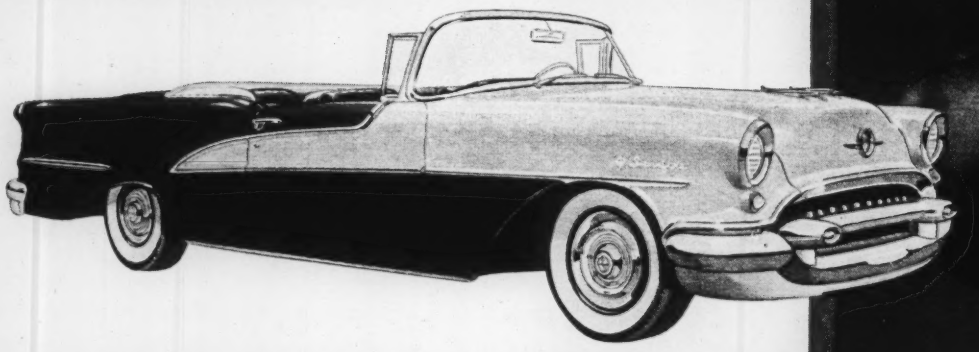
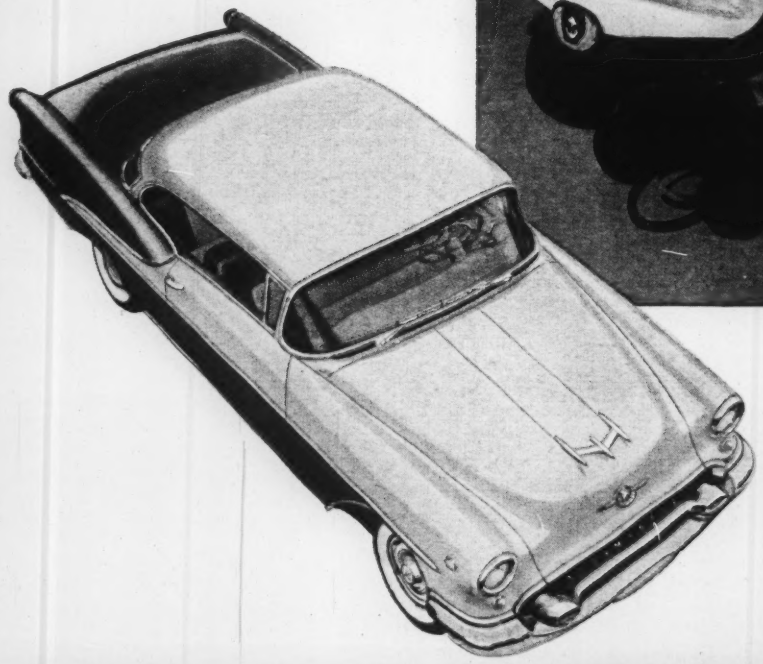




Wherever your thoughts turn when it's time to get out and under the sun . . . there's a long, low, lovely Oldsmobile to complete the picture. Drive one anytime—simply call your dealer for a demonstration.



OLDSMOBILE

Toronto Star

LAWRENCE as a Colonel.

of a new kingdom to be called Transjordania under British hegemony.

Thus was attained another of the "permanent" settlements in the Middle East, of which there have been and will be so many. By April of 1921, Mr. Churchill and his staff were back in London, and they had scarcely settled down when there came the unwelcome news that the northern part of Transjordania was already in rebellion against its new sovereign. Mr. Churchill therefore sent Lawrence back to the Middle East with a double errand—he was to act as Chief British Resident in Transjordania, and "to induce King Hussein to give his approval to the general lines of British policy in the Middle East". Philby's words put it politely. The impossible task given Lawrence by Mr. Churchill was to persuade Hussein—who still saw himself as monarch of all Arabia — not only to agree to the limitation of his kingship to Hejaz, but to agree to the British mandates for Irak and Palestine. In any case, even if there had been hope that a treaty might be arranged (another permanent settlement for six months), Lawrence was the wrong envoy. If Abdulla was cool to him, Hussein positively disliked him.

Unfortunately, very little has been recorded about Lawrence's actions at this period. Only a bare mention is made of the arrival of his family who had given up Polstead Road and followed him to the Middle East. His panegyrists are not anxious to record his failure with Hussein, and may have felt that a mere Colonial Office Resident's job in a nook of the desert was rather a come-down for the uncrowned King of Arabia. Yet even after he had taken in hand the dramatic clean-up hinted at, he had leisure to continue work on his book, and to make a visit to Cairo in October (1921), when he evidently had asked to be relieved since the offer of his

American Credit Insurance

AND

The Case of the Valued Customer

THIS is a case to illustrate the need for American Credit Insurance, even where prior experience seems to indicate no unusual risk. Whether your own business is larger or smaller than the one cited here, the same principle applies.

The policyholder, a manufacturer doing a gross business in excess of 55 million dollars, was covered to a total of some 700 thousand dollars on a general coverage policy. A very old and valued customer, well rated and generally well regarded, desired a higher limit of credit than that provided by the policy on the basis of credit rating alone. Should the policyholder go along with the customer? Little if any risk seemed to threaten. Still . . . .

The policyholder's Credit Manager decided to refer the matter to his American Credit representative. As a result, a rider was issued, increasing the coverage to 150 thousand, and raising the total policy amount to 750 thousand dollars. Somewhat later, against all indications, the account had to be filed as a past due item of more than 196 thousand dollars. Despite all appearances, the old and valued customer was actually in trouble, with the policyholder the largest of a whole group of creditors.

As a free service under the policy, American Credit represented the policyholder in a series of meetings with the debtor and his other creditors, and managed to collect $70,600. This amount was prorated between the total claim and the actual coverage, and the policyholder also received a loss payment of $86,400.00, with no service charge for the item collected. Thus, through the considered action of its Credit Executive, the policyholder's loss, by reason of this $157,000 total recovery, was reduced to a nominal figure, and there was no disastrous reduction of his working capital.

Whether you are selling old and valued customers, or constantly expanding into new markets, you will find new assurance in all your dealings when you know that your accounts receivable are as well protected by insurance as your equipment, your goods in process and your inventory. For your copy of a new booklet: "*Credit Insurance, Its History and Functions,*" write to one of the Canadian offices listed below:

CANADIAN DIVISION

American Credit Indemnity Company

of New York

Toronto, Montreal, Sherbrooke and Vancouver

Since 1881 . . .

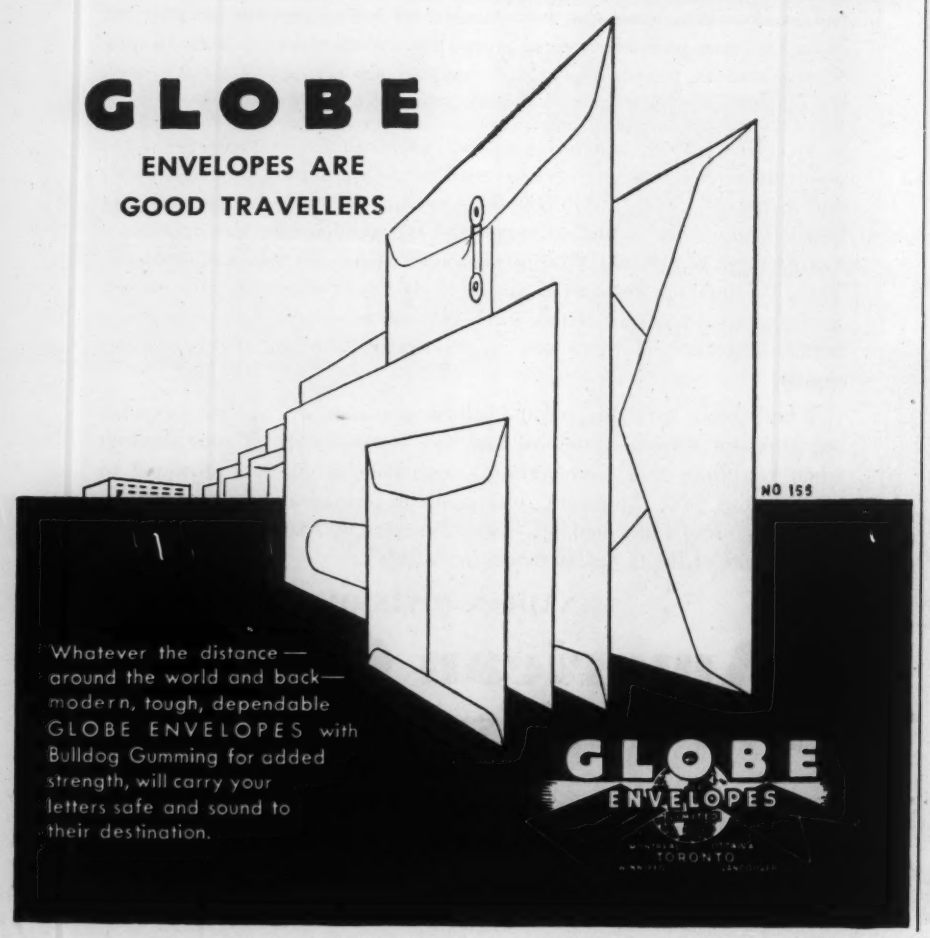
Every year since 1881 The Bell Telephone Company of Canada has paid regular dividends to its shareholders . . . a record unsurpassed by any other Canadian utility or industrial company.

At the present time the Company is offering Rights to shareholders to subscribe for new shares at a price of $37.00 per share on the basis of one new share for each seven shares held. We recommend that all shareholders exercise their Rights without delay . . . and suggest to non-shareholders that now is an opportune time to buy.

We have prepared a brochure which describes the growth of The Bell Telephone Company and sets out the terms of the present share offering . . . we will be glad to send you a copy.

A. E. Ames & Co.
Limited

Business Established 1889


GLOBE
ENVELOPES ARE
GOOD TRAVELLERS
NO 155
Whatever the distance — around the world and back — modern, tough, dependable GLOBE ENVELOPES with Bulldog Gumming for added strength, will carry your letters safe and sound to their destination.
GLOBE
ENVELOPES
TORONTO

post was made to his successor in the middle of that month.

Thus ended Lawrence's activities in the Middle East. Eleven years had passed since he first arrived as an undergraduate in the summer of 1909. During that period he had been cast or had cast himself for several parts. He had been student and aesthete, assistant-archaeologist and organizer of native labor for Hogarth and Woolley, a more or less mysterious wanderer with Dahoum in the off seasons during which, for some unexplained reason, he acquired a venomous grudge against France.

His accidental connection with the Newcombe survey enabled him to begin the war an immense stride ahead of most of his contemporaries, as a staff captain, a rank which was attained by fighting soldiers on the Western Front only after long experience of battle. The friendship and influence of Hogarth, so important yet so occult, found and kept him in a perfectly safe post for two years in a Cairo untouched by war. When the combing-out process of late 1916 (there were 50,000 casualties on the first day of the first battle of the Somme) extruded him into the Hejaz, he developed unsuspected gifts for intrigue and action, establishing an easy mastery over Feisal's rather weak character, and fostering at once the raids and sabotage and the political influence of the Hashemites.

There will always be disagreement as to the military value of "the Arab revolt", and still more as to the part played by Lawrence in it. The outside evidence seems to show that he and his friends grossly exaggerated his achievements and his importance, and that he was not the isolated unique leader, but merely one of a number of officers who lacked his skill in despatch-writing. As it can be shown that Lawrence "touched up" and highly improved with invented stories every other phase of his life, there seems a very strong likelihood that he did exactly the same thing for the period 1917-18. Then the camera of Chase and the imaginative eloquence of Lowell Thomas made Lawrence the best-advertised Briton of his age. With this prestige and the power of immense notoriety, his powerful and pertinacious will, his ability in propaganda and wire-pulling, he succeeded in finding a throne for his friend Feisal, though not in "biffing the French out of Syria". He failed to secure the co-operation of Hussein, and fatally misjudged the power and character of Ibn Saud who easily crushed the projected Anglophile Hashemite hegemony.

This is the sixth of seven excerpts from "Lawrence of Arabia: A Biographical Enquiry" by Richard Aldington. This material is copyright in Canada by William Collins Sons and Co., Canada Ltd., and is reprinted with their permission.

Business

Public Opinion as an Aid To Industry in Sweden

By ROBSON BLACK

ALLEGATIONS of a trade combine strike a sour note with consumers in any country, but the Swedes have discovered a way that leaves public confidence unruffled. The Canadian method uses government investigators to ferret out evidence of "restraint of trade" on the part of mutually-interested corporations, and the final disclosure is publicized before the accused companies can enter a defence. In contrast with this procedure, trade combines in Sweden are regulated, and frequently cancelled, by a "watchtower" organization of fellow industrialists. All cartels, or other similar groups, are legally obliged to register their plans and purposes with the Monopoly Investigation Office of the Swedish Board of Trade, which in a general way corresponds to the Canadian Manufacturers' Association. Last year, 115 new cartels were registered with the Office, while 68 agreements were cancelled.

The task of the Monopoly Office is to examine agreements involving forms of price-fixing, allocation of markets, or other devices that may, or may not, be in harmony with free competition. Judgment is given as to whether the contract exerts a harmful effect and such decisions are immediately made public. The Board of Trade is especially concerned with the influence of any cartel on the efficiency of trade and industry. Despite the fact that the tribunal itself is composed of industrialists, sitting in judgment on their colleagues, the thoroughness of the operation has won government approval and wide public confidence. In the last nine years, a third, or 470, of all cartel agreements have been disallowed. The remaining cartels may not be regarded as antisocial and, indeed, some are accepted as nationally advantageous. All are under continuous scrutiny and the Monopoly Office is free to make cancellations at any time.

The readiness of Swedish industry to keep one step ahead of public opinion is shown again in its encouragement of "Enterprise Councils". Such methods of bringing together company managers and employees has limited recognition in Canada and a wider vogue in Britain. There are 3,400 such councils in Sweden's industrial establishments. Certain of the employers regard them as an amiable venture in human relations and not much else. Eight years of testing, however, have won over a majority of companies, most of whom are satisfied that an open forum of their workers and managers produces constructive ideas and stimulates loyalty.

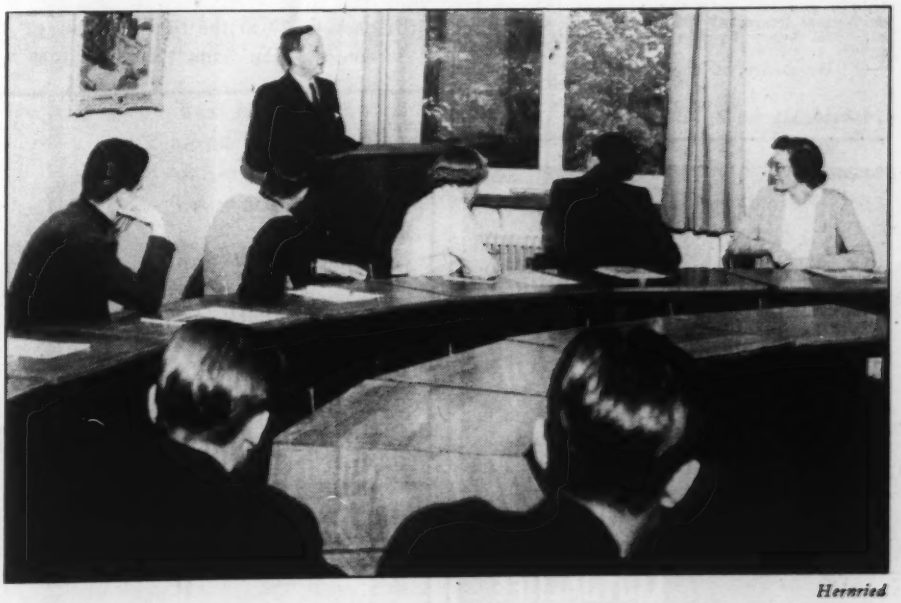
It has taken a lot of painful groping on both sides to put the Enterprise Councils on their feet. At first, most delegates were unprepared, suspicious and overly partisan. Recognizing this weakness, the Federation of Employers opened a special training college, some 40 miles from Stockholm, with week-long courses on Enterprise Council procedure for the nominees of management. Likewise, the Federation of Labor and the organization of salaried employees conducted courses of instruction, both colleges guarding against overspecialization by an exchange of lecturers.

The second step in "selling" Enterprise Councils was to open a campaign by companies and unions involving documentary films and more than 100 round-table conferences before popular audiences. Next came a correspondence course used by 12,000 study-groups in all branches of the labor market.

Now that delegates to the councils understand their duties and are conscious of popular support, it has been found that the agendas of meetings can safely call for more and more information on production plans and methods. Workers want to know what is happening behind the scenes. Some employers suspect this trend, while others try to turn it to advantage.

There still remains many a gap between the level of thinking in an Enterprise Council and the mood of the individual employee. Notably progressive companies, such as Sandviken Steel Works, which has a Canadian plant at Montreal, created a chain of council sub-committees in each department of their plant to stimulate interest in Enterprise Council purposes.

Swedish labor, as a whole, regards such labor-management get-togethers as giving a closer insight into the problems of company direction and a new feeling of partnership. That labor may be looking for ultimate control of industry is sometimes hinted at but is passed over as unattainable at present. Certainly the national government of Sweden gives little encouragement to any such radical flights of ambition, for they have persistently stood aloof from any program of nationalization. The country as a whole has fewer projects under public ownership than has Canada.



Henried

A CLASS at the Trade Union College, Sweden, studies labor-management relations.

Government of Canada
Bonds and
Treasury Bills
Provincial and
Municipal Bonds
Public Utility and
Industrial Financing

Orders accepted for execution on all stock exchanges

DOMINION SECURITIES CORPN. LIMITED
Established 1901
Offices in Principal
Canadian Cities,
New York and London, Eng.

THE CANADIAN BANK OF COMMERCE
DIVIDEND NO. 273

NOTICE is hereby given that a dividend at the rate of thirty cents per fully-paid share on the outstanding Capital Stock of this Bank has been declared for the quarter ending April 30, 1955, payable at the Bank and its branches on May 2, 1955, to shareholders of record at the close of business on March 31, 1955.

Subscribers to new shares are reminded that they will rank for this dividend only in the proportion that the amount paid upon such new shares at the record date of March 31, 1955, bears to the subscription price of $27.

By Order of the Board.
N. J. McKINNON,
General Manager

Toronto, March 18, 1955.

Gold & Dross

By W. P. Snead

Interprovincial Pipe

YOUR COMMENT *on Trans-Mountain Pipe Line was timely and profitable for me. What does your chart show you on Interprovincial Pipe Line? Should I continue to hold my shares purchased at 21?—D. M. A., Toronto.*

The chart pattern of this stock is representative of the entire Canadian industrial board. The broad advance from the 1953 low of 17¾ to the high of 31⅜ last December has been paralleled by many other issues and the group as a whole displays many similar patterns.

After being listed in 1953, the price receded in a series of rallies and declines until the low was marked at 17¾.

It was not until the early months of 1954 that the chart began to show definite signs of the trend being reversed. The formation then was what is known to chartists as an inverted "head and shoulders". These formations, when completed, indicate to the analyst that the stock is in a buying range. In this case the signal was given when the supply, or resistance level at 23, was penetrated by the advance to 27¼ last May.

After a rest around 24, which occupied most of June and July, the upward trend was resumed, which eventually reached 31⅜ in December. This last upward thrust was rapidly reversed and distribution has evidently been in command of the market since the beginning of the year.

Persistent selling has halted each rally and forced the stock down to a low of 26, with only a brief recovery to 27¾ and a drift back to 27 at the time of writing.

It can be seen from the chart that a "head and shoulders" top is being formed here as the distribution of shares purchased at lower levels is extended.

From the technical viewpoint alone, a selling signal has been supplied by the breaking of the support level that existed near 27. This will now become a supply level and resist any attempt to resume the advance.

While the long-term outlook for the company is that of continued growth as a sound commercial proposition, the extremely low yield it affords dictates a speculative approach when considering the purchase or sale of this stock.

As its history shows, it has traded over a range of nearly 14 points and if the present indications that the stock is moving into a downward phase are correct we can expect from a third to two-thirds of the previous advance to be erased. This would give an objective of 22-23 on the old resistance level from which the advance got underway.

On a rally above 29 the stock appears to be a sale, with a "stop loss" just above the high and a buy order to replace your position under 23.

Canam Copper

I HAVE *some shares of Canam Copper Limited, purchased at more than three times the present market price of 40 cents. Would you advise me to buy more of these shares in order to average down?—E. F., Vancouver.*

The prospects of this company depend entirely upon whether sufficient money can be raised for further development work, estimated at between $70,000 and

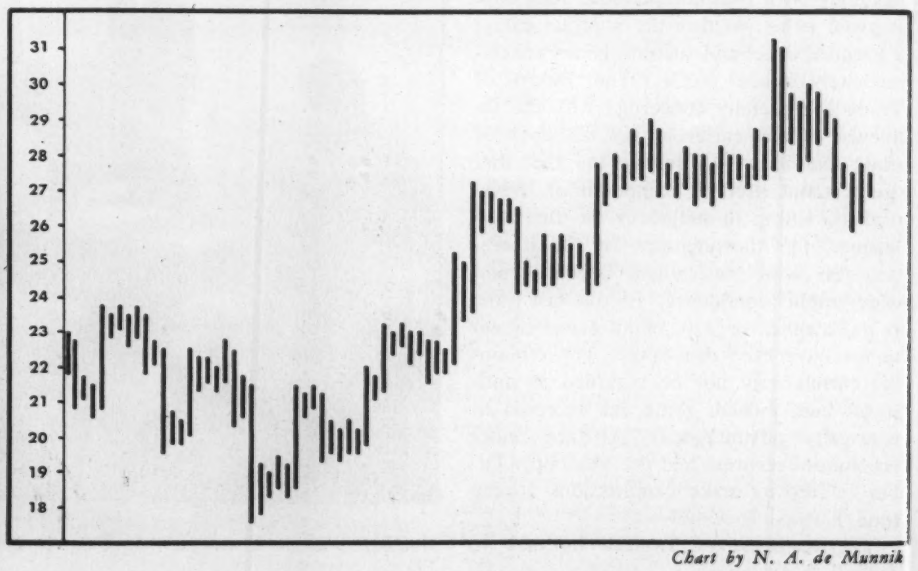


Chart by N. A. de Munnik

$80,000, and for a mill of 500-ton daily capacity, which will cost about $500,000.

If sufficient money can be raised to expand the indicated ore to one million tons, the objective stated recently by an official of the company (which clashes with the June, 1953 estimate of 1.5 million tons of 1.5 per cent copper), then its prospects will improve.

A question as to the possibilities of the property must be raised. Does Consolidated Mining & Smelting still hold an interest in the property? Last year the American Metal Company, after some exploration work, relinquished its option to develop the property.

From this it would appear that an evaluation of the property covering estimated costs of mining, milling and percentage of metal recovery is needed to determine whether or not a profitable commercial operation can be developed.

To average down at this particular point would not seem to be the best of trading tactics for, invariably, averaging down merely increases the quantity of capital at risk without improving the quality of the risk. It is a much better approach to attempt to make a profit in another situation, for a rise in one can offset the loss in the other and your chances of an advance are doubled.

Meanwhile the main hopes of the company lie in the success of the offering of 225,000 shares to the present shareholders who may purchase one new share at 40 cents for each ten held.

Normetal Mining

I WOULD LIKE *your opinion regarding Normetals which I purchased last year at* $4.00. *As dividends have been declining, is it worth holding? — J. O. W., Victoria, BC.*

At the present market the stock does not appear attractive. The advance that has carried the price up to $4.30 appears to have discounted the effects of the end of the miners' strike early in 1954 and the resumption of production.

With the shift in the ore content towards higher zinc and lower copper it is evident that both grade and return are declining. Some measure of relief was obtained from the recent rise in copper prices to 33 cents a pound and the improving demand for zinc, but it was insufficient to offset the loss in ore values.

The year-end report shows net profit at $1,340,000 which, while higher than in 1953, was considerably below the $2 million earned in 1952. Likewise, dividends have fallen from 55 cents to 28 cents last year. As a result of the production loss due to the strike, dividend payments in 1953 were partly paid from earned surplus.

This earnings picture is reflected in the chart pattern of the past few months

Construction —

A New Record?

Construction has accounted for some 62% of new capital investment in Canada over the past nine years and estimates indicate that it may reach record levels in 1955. One of the leading companies in this field is Canada Cement Company, Limited.

Our April "Review and Securities List" includes a survey of the outlook for the construction industry in Canada and reviews Canada Cement Company, Limited.

The recently issued World Bank bonds and Dominion and Anglo Investment Corporation Limited bonds are featured together with an attractive list of Government and Municipal bonds and Corporation bonds and shares for April investment.

A copy of our "Review and Securities List" for April will be gladly furnished upon request.

Wood, Gundy & Company

Limited

Toronto Montreal Winnipeg Vancouver Halifax
Saint John Quebec London, Ont. Hamilton Ottawa
Kitchener Regina Edmonton Calgary Victoria
London, Eng. Chicago New York

Succession Duties

What will yours be?

You had better find out! Your executors will need cash to pay your succession duties and other obligations before any distribution can be made to your beneficiaries.

Forced sales waste valuable estate assets.

Crown Trust Company will calculate your succession duties and plan your estate. Telephone or write. There is no obligation on your part.

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IT DOESN'T

ALL

GO UP IN SMOKE

A building will burn, but the land itself will not! When establishing values for Fire Insurance, some property owners unwittingly include the value of the land, while many *others* carry insufficient insurance—far below actual value. Are *you* spending your insurance dollar ineffectively?

Have Your Employer's Agent Examine Your Position Now!

THE EMPLOYERS' LIABILITY ASSURANCE
THE EMPLOYERS' ASSURANCE
CORPORATION LIMITED

FIRE, CASUALTY AND AUTOMOBILE INSURANCE

QUEBEC • MONTREAL • OTTAWA • TORONTO • HAMILTON • LONDON
WINDSOR • SUDBURY • WINNIPEG • CALGARY • EDMONTON • VANCOUVER

where trading had been limited to 3.90-4.35 before the sharp sell-off to 3.75. This broad pattern, occurring at the old supply level of 3.80-4.25, established on the long descent from 5.10 to 2.35, implies that distribution is well advanced. This implication is further amplified by the fact that it is developing after an advance of 14 months' duration.

While the threat of a further decline might be cancelled by a move to a new high, which seems doubtful, present indications suggest a retreat to around 3.00 is possible.

Towagmac

WOULD YOU *give me your opinion of Towagmac Exploration Co.? I hold 3,000 shares, and since it does not seem to be moving, I am wondering whether to sell or hold.—R. L. T., Toronto.*

Towagmac, currently quoted at 12 cents, appears unlikely to participate in the present market activity. Operating as a holding company, its interests are concentrated in three small gold prospects, Francoeur Gold, Lake Wasa Mining and St. Francis Mining. These companies are at the present time inactive and in the light of their low ore values and the unfavorable gold situation, it is unlikely that they will achieve the production stage.

The company also has unstated interests in mining securities whose present market value of $76,066 is considerably less than the original investment of $154,000. The year-end report for 1954 shows a loss for the year of $3,000 which, when added to the previous deficit, brings the total loss to $1,503,000.

Thus it appears that the company can receive little benefit from its holdings and, considering its financial situation, there seems small chance of acquiring new properties to develop in its own right. Unless new financing is arranged, the stock does not appear attractive.

In Brief

IS THE IRON MASK *Cobalt Silver Mining Co. still living?—R. R., Toronto.*

No.

I AM A SHAREHOLDER *in Flat Lake Gold Mines and I am wondering if this company is still solvent?—T. E., Montreal.*

It's flat broke.

WHAT HAPPENED *to Gold Bug Mines? —A. N., Trenton, Ont.*

Renamed Humbug.

DID K-ZONE *Fault Mines discover anything on their property? If so, what?— L. F. D., Bronte, Ont.*

Nothing but ozone.

WHAT ARE *the chances of Wasamac becoming active again?—F. B. T., Toronto.*

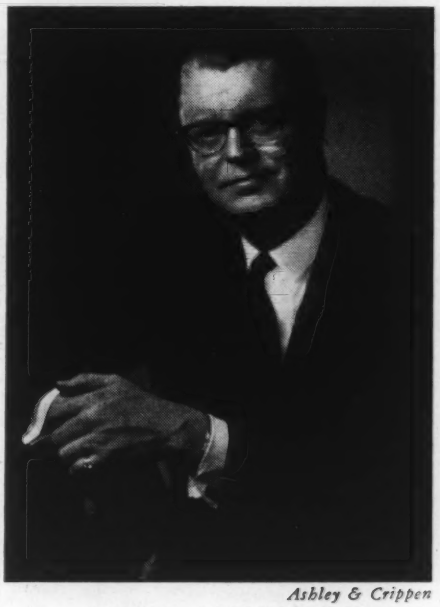
Like the stock, they're feeble.

Who's Who in Business

Stability, Strength and Service

By John Irwin

JOHN KENNETH MACDONALD, president of Confederation Life Association, one of the oldest and largest life insurance companies in Canada with 100 offices in 17 countries, is the third representative of his family to be chief executive. His grandfather, John Kay Macdonald founded the company in 1871 and served for 57 years. His father, Charles Strange Macdonald, was with the firm for 50 years and was chairman of the board at the time of his death in 1948. As the eighth president, John Macdonald maintains the active connection his family has had with the company during its 84 years of continuing progress and expansion.



Ashley & Crippen

JOHN K. MACDONALD

Born in Toronto on March 16, 1904, he was educated at St. Andrew's College (of which he is now a governor) and at the University of Toronto, where he graduated with a BA in 1926. He was planning to enter law when he was asked by the then general manager of Confederation Life why he wasn't joining the company. The reply, "I haven't been asked", brought swift decision. He soon found himself as a junior in the actuarial department. For a time there were three generations working for the company.

His training in the insurance business and promotion to senior executive position was thorough and complete. In 1929, following experience in the company's actuarial and underwriting departments, he commenced a reorganization of the investment department. While in the agency section he became acquainted with the field force in all parts of Canada and in many other countries. In 1936, as assistant secretary, he made a study of the over-all operations of the company which led to the introduction of modern office routines. He was appointed executive secretary in 1937, assistant general manager in 1939 and joint general manager in 1944. A year later he was appointed general manager and elected a director. In 1946 he became vice-president and was appointed chief executive on December 17, 1947.

A courteous and suave six-footer, he conducts the world-affairs of his company from an ornate Victorian-style mahogany desk ("my grandfather's") in a large office in a French-Gothic style building which has been a landmark in downtown Toronto for many years. In June, the headquarters will be located in a new and imposing building a couple of miles uptown. He travels extensively. He is away from his desk five months each year visiting branches as far apart as those in Toronto and Venezuela, Mexico and London, England, meeting as many of the 2,000 employees as possible.

He speaks with affectionate pride of his company, which has now issued over one million policies and whose total business is rapidly approaching the $1¾ billion mark, and of the "loyal and efficient" staff.

With his wife, Ina Maude Taylor, whom he married in 1928, he lives in a "family" house in Toronto. They have two daughters, Ann (Mrs. W. M. Macintosh) and Peggy (who attends Havergal College). He has a summer cottage at Lake Rosseau, near Port Carling, Ont., where he loves "messing about" with a sail boat.

He is a governor of the Queen Elizabeth Hospital for Incurables in Toronto and is associated with other charitable organizations. He maintains membership in several clubs and societies, was president of the Canadian Life Insurance Officers' Association in 1951 and is a director of the Institute of Life Insurance. His business acumen has been recognized by directorships with the Toronto General Trust Corporation, Consumers Gas Company and the Dominion Insurance Corporation.

His work is his life. He is careful to follow the high principles laid down by his grandfather and nurtured by his father and lives up to their philosophy of stability, strength and service.

FOREIGN INSURANCE COMPANIES ACT 1932

Certificate of Registry No. C-1564 has been issued authorizing the Christiania Almindelige Forsikrings - Aktieselskap Storebrand of Oslo, Norway, to transact in Canada the business of Fire Insurance, Automobile Insurance, Employers' Liability Insurance, Inland Transportation Insurance, Personal Accident Insurance, provided in connection with a policy of automobile insurance insuring against liability for bodily injuries, limited to expenses incurred arising from bodily injuries suffered by driver and passengers and resulting from the ownership or operation of an automobile, Personal Property Insurance, Public Liability Insurance, Real Property Insurance and, in addition thereto, Civil Commotion Insurance, Earthquake Insurance, Falling Aircraft Insurance, Hail Insurance, Impact by Vehicles Insurance, Limited or Inherent Explosion Insurance, Sprinkler Leakage Insurance, Water Damage Insurance and Windstorm Insurance, limited to the insurance of the same property as is insured under a policy of fire insurance of the company, on the condition that if in the transaction of its business in Canada the company uses an anglicized name, that name shall be "STOREBRAND INSURANCE COMPANY LIMITED".

Canadian and British Insurance Companies Act 1932

"Certificate of Registry No. C-1565 has been issued authorizing The Reinsurance Corporation, Limited of London, England, to transact in Canada the business of Personal Accident Insurance, provided in connection with a policy of automobile insurance insuring against liability for bodily injuries, limited to expenses incurred arising from bodily injuries suffered by driver and passengers and resulting from the ownership or operation of an automobile, Automobile Insurance, Employers' Liability Insurance and Public Liability Insurance in addition to Fire Insurance, Inland Transportation Insurance, Personal Property Insurance, Real Property Insurance and, in addition thereto, Civil Commotion Insurance, Earthquake Insurance, Falling Aircraft Insurance, Hail Insurance, Impact by Vehicles Insurance, Limited or Inherent Explosion Insurance, Sprinkler Leakage Insurance, Water Damage Insurance, Weather Insurance and Windstorm Insurance, limited to the insurance of the same property as is insured under a policy of fire insurance of the company, for which it is already registered, limited to the business of reinsurance only."

THE SHAWINIGAN WATER AND POWER COMPANY

Dividend Number 191

NOTICE is hereby given that a dividend of thirty cents (30c) per share has been declared on the no par value common shares of the Company for the quarter ending March 31, 1955 payable May 25, 1955 to shareholders of record April 15, 1955.

By Order of the Board,

R. R. MERIFIELD,
Secretary.

Montreal, March 30, 1955.

CANADIAN PACIFIC RAILWAY COMPANY

SEVENTY-FOURTH ANNUAL REPORT OF THE DIRECTORS TO THE SHAREHOLDERS (abridged)

As your Company approaches the three-quarter century mark, your Directors have the honour of reporting on the results and developments of the year just past.

The year 1954 saw a decline from the high levels of economic activity which characterized the two previous years, and an intensification of competition in business generally. Gross railway earnings decreased $48 million, or 10%, from the previous year. The decline in the volume of freight traffic in terms of revenue ton miles was 14%.

The greater part of the reduction in traffic volume was accounted for by a decrease of about one-third in the movement of grain and grain products because of reduced export demands. It is significant that while decreases were also recorded over a wide range of manufactured and miscellaneous goods, there were many commodities which showed increases. After mid-1954, an improvement occurred in the trend of traffic.

The decrease in traffic necessitated a strict control of expenses. The reduction in outlay for maintenance was greater proportionately than the drop in traffic volume. This was accomplished by the elimination of all but the most pressing maintenance work. Substantial operating economies were effected through a further increase in the use of diesel power. By these means, the decrease in net railway earnings was held to $1.9 million.

The results for the year represent a return on net railway investment of 2.15%, as compared with 2.40% in 1953. The continuing low level of results of recent years, due to the failure of revenues to increase as rapidly as expenses, has been of great concern to your Directors.

It is encouraging to see that there is a growing awareness, as indicated by recent public discussion, of the urgent necessity of affording relief from the burden imposed by statutory and related grain rates at which about one-third of the traffic volume of your railway moves. Attention is being drawn increasingly to the fact that these rates constitute a major factor contributing to the serious inadequacy of railway revenues which your Company has experienced for a number of years.

Dividend income from The Consolidated Mining and Smelting Company of Canada, Limited, was higher, and net earnings from your hotel and communication properties increased. The results of the operations of your ocean and coastal steamships were again unfavourable. Other Income amounted to $17.8 million, an increase of $1 million over the previous year.

Net Income, after providing for payment of dividends of 4% on Preference Stock, was sufficient to pay $1.50 per share on Ordinary Stock and leave 44 cents per share as retained earnings.

Receipts from petroleum rents, royalties and reservation fees amounted to $8.4 million, an increase of $1.1 million.

A capital expenditures programme to increase the capacity of your Company to serve its patrons and to raise the quality of its services has been aggressively followed. A total of $96 million was spent for additions and betterments in 1954—$84 million on your railway and $12 million on your steamships, hotels, communications and miscellaneous properties.

The Income, Profit and Loss and Land Surplus Accounts of your Company show the following detailed results for the year ended December 31, 1954: (Listed below.)

HIGHLIGHTS

	1954	1953	Increase or *Decrease*
YEAR'S RESULTS			
Gross Earnings	$ 422,642,423	$ 470,571,371	*$47,928,948*
Working Expenses	395,609,497	441,686,799	*46,077,302*
Net Earnings	27,032,926	28,884,572	*1,851,646*
Ratio Working Expenses to Gross Earnings	93.6%	93.9%	.3%
Other Income	$ 17,835,319	$ 16,802,051	$ 1,033,268
Interest and Rental Charges	15,041,997	14,236,161	805,836
Dividends—Preference Stock	3,091,101	3,130,586	*39,485*
—Ordinary Stock	20,714,318	20,710,474	3,844
Balance for Modernization and Other Corporate Purposes	6,020,829	7,609,402	*1,588,573*
YEAR-END POSITION			
Property Investment	$1,694,213,632	$1,610,001,777	$84,211,855
Other Investments	172,555,069	179,766,333	*7,211,264*
Funded Debt	172,793,500	126,114,000	46,679,500
Reserves	601,920,444	571,675,089	30,245,355
Working Capital	109,131,467	90,593,778	18,537,689
TRAFFIC			
Tons of Revenue Freight Carried	54,205,877	59,256,634	*5,050,757*
Revenue Passengers Carried	9,528,589	9,426,934	101,655
Revenue per ton Mile of Freight	1.46c	1.42c	0.04c
Revenue per Passenger Mile	2.82c	2.82c	—
EMPLOYEES			
Employees, All Services	87,072	95,211	*8,139*
Total Payrolls	$ 287,120,929	$ 311,943,927	*$24,822,998*
Average Annual Wage	$ 3,298	$ 3,276	$ 22

Railway Operations

Gross earnings amounted to $423 million, a decline of $48 million from the all-time high of the previous year. The decrease occurred mainly in freight revenues which produced more than four-fifths of the gross earnings.

Freight traffic measured in ton miles was down 14%. The decrease was largely the result of a reduction of 31% in the movement of grain and grain products. In other commodity groups, decreases occurred in the movement of crude petroleum and such finished commodities as agricultural implements, automobiles and miscellaneous goods, but there were increases in miscellaneous agricultural products, non-ferrous metals, canned goods, machinery, boilers and castings, iron and steel products, and paper and paper products.

Passenger traffic in terms of passenger miles decreased slightly, but, for the first time since 1944, there was an increase in the number of revenue passengers carried. The average passenger journey, which had been increasing steadily in length since 1949, decreased somewhat.

Express traffic was down from 1953, reflecting general business conditions. It was not possible to match the decrease in revenues with an equivalent reduction in expenses, and the net revenues of your Express Company, carried to railway earnings as compensation for the carriage of express traffic, decreased 16%.

Working expenses amounted to $396 million, a decrease of $46 million, and were at their lowest point since 1950.

A decrease in maintenance expenses accounted for two-thirds of the reduction in total working expenses. Maintenance of way and structures expenses declined by 22%, and maintenance of equipment expenses by 12%.

Maintenance of way included the laying of 433 miles of new and relay rail, down 58% from the previous year; the installation of 2.2 million ties, down 19%; and the application of ballast to 280 miles of line, down 62%.

Equipment maintenance included the general repair of 372 steam locomotives, periodic repair of 275 diesel-electric units, the heavy repair of 29,867 freight cars, and general repair of 839 passenger cars. Although work was curtailed, serviceability of equipment remained satisfactory having regard to the volume of traffic offering.

Transportation expenses, because of the necessity of maintaining regular services, decreased only 7%. Notable improvements were effected in service and operating efficiency. There was a decrease of 14% in the cost of train fuel compared with a decrease of 9% in train miles operated. This favourable comparison reflects the fuel economies resulting from increased use of diesel power. Freight train speed and gross ton miles per freight train hour were higher than in any previous year, and were 17% and 21%, respectively, above the performance in 1948, the year before diesel units were used in road service.

Net earnings from railway operations amounted to $27.0 million, down $1.9 million from 1953, but the ratio of net to gross was 6.4%, as compared with 6.1% in the previous year.

Other Income

Other Income, after income taxes, amounted to $17.8 million, an increase of $1 million.

Ocean and coastal steamship operations resulted in a net deficit of $2 million, exceeding that of the previous year by $1.5 million. Earnings of your ocean steamships decreased because of reduced tonnage of westbound cargoes, while eastbound cargo rates, particularly on grain and flour, remained at a low level. More passengers were carried on the North Atlantic than in any post-war year, but there was less cruise patronage, and total passenger revenue declined. Revenues from coastal operations decreased, but an improvement in net earnings resulted from a reduction in operating expenses.

Net earnings of hotels increased $332,000 because of an improvement in convention, banquet and tourist business.

Net earnings from communication services increased $303,000. An increase in leased private wire business and a decrease in expenses more than compensated for a decrease in telegraph message traffic.

Dividend income rose $1.3 million. Dividends declared by The Consolidated Mining and Smelting Company of Canada, Limited, were at the

INCOME ACCOUNT

Gross Earnings		$422,642,423
Working Expenses		395,609,497
Net Earnings		$ 27,032,926
Other Income		17,835,319
Fixed Charges		$ 44,868,245 15,041,997
Net Income		$ 29,826,248
Dividends:		
Preference Stock	$ 3,091,101	
Ordinary Stock	20,714,318	
		23,805,419
Balance transferred to Profit and Loss Account		$ 6,020,829

PROFIT AND LOSS ACCOUNT

Profit and Loss Balance December 31, 1953		$283,294,249
Balance of Income Account for the year ended December 31, 1954	$ 6,020,829	
Portion of steamship insurance recoveries representing adjustment of excess over net book value, and compensation for increased cost of tonnage replacement	1,608,609	
Excess of considerations received for sales of properties over book values, and miscellaneous items	1,222,238	
		8,851,676
Profit and Loss Balance December 31, 1954, as per Balance Sheet		$292,145,925

LAND SURPLUS ACCOUNT

Land Surplus December 31, 1953			$ 84,601,387
Add:			
Receipts from Petroleum Rents, Royalties and Reservation Fees	$8,439,780		
Land and Townsite Sales	3,567,151		
Miscellaneous Receipts	885,925		
		$12,892,856	
Deduct:			
Administrative and Other Expenses	$ 675,953		
Taxes (Incl. $3,800,000 income taxes)	4,483,264		
Inventory Value of Lands Sold	57,305		
Miscellaneous Cr.	1,136		
		5,215,386	
			7,677,470
Land Surplus December 31, 1954, as per Balance Sheet			$ 92,278,857

rate of $1.35 per share out of earnings of $1.50 per share, compared with $1.20 out of earnings of $1.23 per share in 1953.

Net income from interest, separately operated properties and miscellaneous sources increased $145,000, owing principally to an improvement in the results of operation of the Insurance Fund which in 1953 had suffered heavy losses.

Fixed Charges

Fixed charges amounted to $15.0 million, an increase of $806,900. There was a net increase in the charges on equipment trust obligations.

Net Income and Dividends

Net income after fixed charges, at $29.8 million, was down $1.6 million. After provision for dividends on Preference Stock, earnings available for dividends on Ordinary Stock and for reinvestment amounted to $26.7 million. This was equal to $1.94 per share on 13,812,014 shares of Ordinary Stock outstanding at the end of the year, compared with $2.05 on 13,806,997 shares at the end of 1953.

Dividends were declared on Preference and Ordinary Stock at the same rates as in 1953. Preference Stock dividends amounted to 4%, comprising 2% paid August 3, 1954, and 2% paid February 1, 1955. Ordinary Stock dividends amounted to $1.50 per share, comprising 75 cents paid August 2, 1954, and 75 cents paid February 28, 1955.

Land Accounts

The net addition to Land Surplus Account amounted to $7.7 million, after income taxes of $3.8 million.

Gross receipts from petroleum rents, royalties and reservation fees amounted to $8.4 million, up $1.1 million. Royalties from crude oil were received on 13.6 million barrels from 697 wells, compared with 9.9 million barrels from 590 wells in 1953.

Long-term contracts were negotiated providing for payment to your Company of annual fees of $1.00 per acre on a total of some 500,000 acres formerly held under reservation at nominal fees. At the year end, 1.3 million acres in respect of which your Company holds petroleum rights were under lease, and 8.6 million acres were under reservation for exploration.

The appeal of your Company and Imperial Oil Limited as lessee, from the decision of the Supreme Court of Alberta in the case in which Anton Turta claimed title to petroleum rights underlying 160 acres of land in Alberta, was dismissed by the Supreme Court of Canada on May 20, 1954.

Proceeds from sales of land amounted to $3.6 million, $860,000 more than in the previous year. Sales included 14,187 acres of farm land, at an average price of $11.31 per acre, and 43,139 acres of timber lands. Contracts involving 7,821 acres of land sold in prior years were cancelled.

Balance Sheet

Total assets at the end of the year amounted to $2,055 million, an increase of $92 million.

The increase in property investment was $84 million. Capital expenditure for rolling stock amounted to $71 million, of which $25 million was for freight train cars, $24 million for passenger train cars and $21 million for diesel-electric power.

An amount of $5.5 million was credited to a new account, "Tax Equalization Reserve," representing the difference for the year between the aggregate of income tax provisions charged against income and the estimated amount of taxes payable. Inasmuch as the reduction in taxes payable arises from a decision to deduct for tax purposes capital cost allowances in excess of depreciation charges made against income in the accounts, it has been deemed prudent to credit the saving to a reserve which will be drawn upon in those future periods when the depreciation situation is reversed.

Finance

On August 1, The Royal Trust Company, as Trustee, entered into an agreement providing for the issue of $17.2 million principal amount of Equipment Trust Certificates, guaranteed as to principal and interest by your Company. This issue, designated as Series "N", maturing in equal semi-annual instalments from February 1, 1955, to August 1, 1962, inclusive, is payable in Canadian currency, and bears interest at 3% per annum. Under this agreement, diesel-electric locomotive units to be constructed at an estimated cost of $18.8 million in Canadian funds are leased to your Company, at a rental equal to the instalments of principal of and interest on the Equipment Trust Certificates. The Certificates are issued to the builders as the locomotive units are delivered, and $6,654,000 principal amount had been issued at the end of the year. The balance of $10,546,000 will be issued during 1955.

Eighteen Year 3¾% Collateral Trust Bonds, dated November 15, were issued and sold in the principal amount of $25 million, and were secured by pledge of $30 million principal amount of Consolidated Debenture Stock. These bonds are callable prior to maturity, at the option of your Company, on at least 45 days' prior notice, in whole or from time to time in part, and if in part, in principal amounts of not less than $5 million, as follows: on or after November 15, 1956, at 103.25% up to and including November 14, 1958; thereafter up to and including November 14, 1970, at percentages reducing by one-half of one per cent every two years; and thereafter at 100%; plus accrued interest in each case.

During the year serial equipment obligations amounting to $9.9 million were discharged, and $122,500 Convertible Twenty Year 3⅛% Collateral Trust Bonds, $3,000 Convertible Fifteen Year 3½% Collateral Trust Bonds and $1,000 Convertible Seventeen Year 4% Collateral Trust Bonds were converted into a total of 5,017 shares of Ordinary Capital Stock.

The foregoing transactions, and the issue of Equipment Trust Certificates, Series "M", referred to in the 1953 Annual Report, resulted in a net increase in funded debt of $46.7 million, a net increase in the amount of Consolidated Debenture Stock pledged as collateral of $29.8 million, and an increase of $125,425 in the amount of Ordinary Capital Stock outstanding.

Pensions

Pension expense amounted to $17.1 million. This comprised the portion of current pensions paid by your Company, contributions of $5.8 million to the Pension Trust Fund, and levies in respect of employees covered by the United States Railroad Retirement Act.

Wage Negotiations

Settlements providing a five-day week and increases in daily rates in yard service were reached with locomotive firemen, helpers and hostlers, effective February 16 on the Eastern Region and April 1 on the Prairie Region, and with locomotive engineers on the Prairie and Pacific Regions effective April 1.

The requests made by non-operating employees in 1953 for increased benefits were submitted to a Conciliation Board, and, following the failure to reach a settlement, both parties agreed to be bound by arbitration. The award of Chief Justice G. M. Sloan of British Columbia, appointed as arbitrator by the Government of Canada, provided, effective January 1, 1955, for payment to hourly rated employees for five statutory holidays not worked, and for increased vacations with pay for hourly rated employees with three to five years' service and for both hourly and monthly rated employees after 15 years' service. The five statutory holidays agreed upon were New Year's Day, Good Friday, Dominion Day, Labour Day and Christmas Day. Certain details were left to be settled by negotiation. The requests for penalty pay for work on Sundays and for paid sick leave were denied.

Requests similar to those of the non-operating employees were made by the Order of Railroad Telegraphers, and by the Brotherhood of Maintenance of Way Employees on behalf of extra gang labourers. Negotiations in respect of these requests had not been concluded at the end of the year.

Employees

In 1954, there were 87,000 employees engaged in the various activities of your Company.

Of this total some 67,000 were employed in railway operations. This number comprised 13,000 engaged in maintaining road property, 18,000 in maintaining rolling stock, 16,000 in train and yard operations, 8,000 in the control and direction of train movements and the handling of freight and other traffic, and 12,000 in the performance of clerical, station and a variety of miscellaneous other duties.

Of the remaining 20,000 engaged in the other enterprises of your Company, some 5,000 were empoyed in ocean and coastal steamship services, 5,500 in express operations, 4,000 in hotels, 3,000 in commercial communication services, 1,500 in air services, and 1,000 in other operations.

The loyalty and high standards of officers and employees contribute to the enviable reputation for service which your Company enjoys.

Steamships

Work progressed on your new 22,500-ton passenger-cargo liner, begun in September 1953. This vessel is to enter North Atlantic passenger and freight service in the spring of 1956. The keel of a sister ship was laid in January 1955.

The trans-Pacific cargo service inaugurated in 1952 was discontinued in mid-1954 owing to failure of traffic to develop as anticipated.

CANADIAN PACIFIC RAILWAY COMPANY

GENERAL BALANCE SHEET, DECEMBER 31, 1954

ASSETS			LIABILITIES		
Property Investment:			**Capital Stock:**		
Railway, Rolling Stock and Inland Steamships	$1,233,595,863		Ordinary Stock	$345,300,350	
Improvements on Leased Property	143,664,885		Preference Stock—4% Non-cumulative	137,256,921	
Stocks and Bonds—Leased Railway Companies	133,972,534				$ 482,557,271
Ocean and Coastal Steamships	70,310,628		**Perpetual 4% Consolidated Debenture Stock**	$419,921,388	
Hotel, Communication and Miscellaneous Properties	112,669,722		*Less:* Pledged as collateral to bonds	127,372,500	
		$1,694,213,632			292,548,888
Other Investments:			**Funded Debt**		172,793,500
Stocks and Bonds—Controlled Companies	$ 84,159,303		**Current Liabilities:**		
Miscellaneous Investments	34,805,312		Pay Rolls	$ 9,208,925	
Advances to Controlled and Other Companies	11,320,328		Audited Vouchers	11,714,879	
Mortgages Collectible and Advances to Settlers	1,026,734		Net Traffic Balances	2,151,448	
Deferred Payments on Lands and Townsites	4,726,766		Miscellaneous Accounts Payable	11,741,120	
Unsold Lands and Other Properties	8,125,242		Accrued Fixed Charges	1,136,309	
Insurance Fund	13,188,540		Unmatured Dividends Declared	11,887,639	
Steamship Replacement Fund	15,202,844		Other Current Liabilities	24,263,844	
		172,555,069			72,104,164
Current Assets:			**Deferred Liabilities**		4,119,502
Material and Supplies	$ 50,567,370		**Reserves and Unadjusted Credits:**		
Agents' and Conductors' Balances	16,124,372		Depreciation Reserves	$577,853,264	
Miscellaneous Accounts Receivable	22,746,359		Investment Reserves	1,260,221	
Government of Canada Securities	44,929,158		Insurance Reserve	13,188,540	
United Kingdom Treasury Bills	2,991,317		Contingent Reserves	4,118,419	
Cash	43,877,055		Tax Equilization Reserve	5,500,000	
		181,235,631	Unadjusted Credits	6,869,020	
Unadjusted Debits:					608,789,464
Insurance Prepaid	$ 115,399		**Premium on Capital and Debenture Stock**		37,196,774
Unamortized Discount on Bonds	4,385,269		**Land Surplus**		92,278,857
Other Unadjusted Debits	2,029,345		**Profit and Loss Balance**		292,145,925
		6,530,013			
		$2,054,534,345			**$2,054,534,345**

ERIC A. LESLIE, *Vice-President and Comptroller*

To the Shareholders, Canadian Pacific Railway Company:

We have examined the above General Balance Sheet of the Canadian Pacific Railway Company as at December 31, 1954, and the related financial statements, and have obtained all the information and explanations we have required. Our examination included such tests of accounting records and other supporting evidence and such other procedures as we considered necessary in the circumstances.

In our opinion the General Balance Sheet and related financial statements are properly drawn up so as to present fairly the financial position of the Canadian Pacific Railway Company at December 31, 1954, and the results of its operations for the year then ended, according to the best of our information and the explanations given to us and as shown by the books of the Company.

Montreal, March 11, 1955

PRICE WATERHOUSE & CO., Chartered Accountants.

Your two vessels "Mapledell" and "Maplecove" were therefore returned to the North Atlantic, making possible more frequent freight service to north-western European ports.

Your vessel "Beaverbrae" was withdrawn from service in August and sold to Italian interests.

Air Lines

A dividend amounting to $400,000 was received from your Air Lines. The net profit was $969,000 after charging interest of $299,000 on advances from your Company, as compared with net profit of $366,000 in 1953. The result for the year includes a profit of $593,000 from the sale of aircraft not suitable for present services, while the previous year included an income tax recovery of $525,000 arising from the loss carry-back provision.

During the first full year of operation of the Vancouver-Mexico-Lima route extension there was considerabe passenger travel from Hong Kong to Mexico en route to the Caribbean area. Some additional flights were operated on the Vancouver - Honolulu and Tokyo - Hong Kong routes to accommodate the growing demand for space, and tourist service was instituted on flights between the Antipodes and North America, and between the Orient and North America. In line with the increasing importance of ycur international routes, sales offices were established in New York and Los Angeles to secure a share of the traffic originating in those large centres.

Improvements in domestic services were effected in a number of regions. On the mountainous Okanagan-Kootenay district, pressurized Convair 240 aircraft replaced the smaller and slower DC-3 equipment, and a general reduction of fares was instituted. Frequency of service was increased between Montreal and Quebec, between The Pas and Churchill, and from Edmonton and Vancouver to Whitehorse. Cargo rates on routings southward into Edmonton from points in the MacKenzie area were reduced by fifty per cent to develop "backhaul" traffic.

A request for a license to operate a direct service from Vancouver to Amsterdam was granted by the Air Transport Board early in 1955.

Rates

Early in 1954, the Honourable W. F. A. Turgeon was appointed Royal Commissioner to enquire into the application and effects of agreed charges and the question as to whether the so-called "one and one-third rule" should be applied to such charges. Agreed charges are provided for in the Transport Act under which railways are permitted to enter into contracts with customers for special rates in consideration of agreements by the customers to ship by rail all or a specified proportion of their traffic. The "one and one-third rule" requires that rates to intermediate points in the territory between Eastern Canada and the Pacific Coast shall not exceed the transcontinental competitive rates on the same commodities by more than one-third. The appointment of the Royal Commission followed representations by the Province of Alberta that that rule be made to apply to agreed charges.

At the hearings of the Commission, the railway companies objected to the application of the "one and one-third rule" to agreed charges and presented a strong case for relaxation of the restrictions on the making of agreed charges as they now exist under the Transport Act. They took the position that the more extensive use of agreed charges and the ability to put them into effect with a minimum of delay is necessary to enable the railways to meet the increasing competition from motor carriers. The railways strongly urged, in particular, that the provisions of the Transport Act requiring approval by the Board of Transport Commissioners before an agreed charge could come into effect, should be eliminated and that the waiting period before an agreed charge could become effective be reduced from thirty to fifteen days. The representations of the railways were supported in varying degrees by some of the large industries and some of the representatives of Provincial Governments, and opposed by trucking organizations and certain other industries. The report and recommendations of the Commissioner are expected to be released shortly.

An application was made to the Board of Transport Commissioners by the Canadian Passenger Association and its member railway companies for rescission of the Board's order of September 1950 prescribing the commutation fares which have been in effect since that time. The applicants submitted that the revenue from these rates was insufficient to pay out-of-pocket costs and expressed their intention of putting into effect a series of increases aggregating abot 100% of existing fares, including an immediate increase of 50%. Following hearings in Toronto, the Board, by order dated August 4, 1954, authorized three graduated increases in commutation fares in the Toronto area totalling 100% over a period of twelve months, and, following hearings in Montreal and Ottawa, authorized, by order dated February 18, 1955, an increase of 50% in all commutation areas other than Toronto. Judgment in respect of the balance of the increases in areas other than Toronto was reserved.

Reduced competitive rates were made effective September 21 on certain freight traffic moving between Montreal and Toronto. The reductions applied on less-than-carload merchandise in trailer-on-flat-car vanload quantities and on certain carload movements. While it is yet too early to assess fully the result of these reductions, it is now known that some traffic has been recovered, and some which might otherwise have been lost, has been retained.

Services

Further progress was made in the modernization of your railway services. Diesel locomotives were assigned to your transcontinental passenger trains, to passenger services between Windsor, Toronto, Montreal and Quebec, and to through freight services between Winnipeg and Edmonton. This was made possible by the acquisition during the year of 94 diesel units. Work was begun on a new diesel maintenance shop at Montreal.

New freight train cars placed in service totalled 2,840, of which 1,500 were box cars.

New passenger equipment totalled 123 units, of which 90 were stainless-steel cars, part of a total of 173 ordered from The Budd Company, 3 were self-propelled rail diesel cars, and 30 were other passenger train cars.

A highlight of the year was the tour across Canada, for inspection by the public, of units of the luxurious new stainless-steel equipment, featuring scenic-dome cars. This equipment is being introduced into your transcontinental passenger services as the units are received from the builders.

Additional "Dayliner" services, provided by rail diesel cars on fast daily return schedules, were put into operation between Edmonton and Calgary, and between Toronto and Peterborough. Seven of these popular cars were in service by the end of the year.

Coordination of truck and rail services of your Company was advanced by the inauguration in May of an overnight trailer-on-flat-car service between Winnipeg and Regina.

Seventy miles of branch lines, to serve new mining and industrial sites, were under construction during the year. Work was started on a forty mile line between Struthers and Manitouwadge in Ontario, a nine mile line between Mitford and Jumping Pound in Alberta, and a four mile line running northward from Cheviot in Saskatchewan. As a result of the rapid completion of a seventeen mile branch from Havelock to Nephton in Ontario, it was possible to commence service on that line in December.

Facilities were under construction at Vancouver and Nanaimo to serve the new car ferry to be placed in service in 1955. A 200-foot apron adjustable to tide level is being provided at each site for the loading and unloading of railway cars, automobiles and trucks to and from the ferry.

Automatic block signal systems, which make an important contribution to the safety and efficiency of your railway operations, were extended by 121 miles during 1954, bringing to 2,989 the total mileage so equipped.

New industrial trackage aggregating 49 miles was constructed to serve 187 of the 881 manufacturing, warehousing and distribution businesses which located on or adjacent to the lines of your railway during the year.

In the communications field, your Company, jointly with Canadian National, commenced television network service between Toronto and London at the beginning of the year, and shortly thereafter Hamilton was added. Facilities were under construction for a similar service between London and Windsor and between Montreal and Quebec. Also jointly with Canadian National, a leased network service was established for the transmission of pictures by wire for reproduction in newspapers in Ontario and Quebec.

Patrons

Your Directors desire to express their sincere appreciation of the patronage throughout the year of shippers and the travelling public.

For the Directors,

W. A. MATHER,
President.

Montreal, March 14, 1955.

Ask your Investment Dealer
or Broker for prospectus.

CALVIN BULLOCK
Ltd.

Advertising

All Dressed Up

By John Carlton

COMPARED WITH the United States, cigarette advertising in Canada has been a tame and innocuous business, marked by a complete lack of individuality. Copy and caption for one brand could be used for any other. Suddenly Buckingham and Winchester discovered a different copy slant. It had nothing to do with the merits of either product and was concerned solely with a new package adopted for both cigarettes. The two campaigns were identical and they broke simultaneously. Both were so much alike that it looked as though the manufacturer of the packages had provided the tobacco companies with a ready-made advertising campaign as a kind of premium. Both Winchester and Buckingham let go with the "pop-open" pack. Both declaimed, "Zip, it's off—Pop, it's open . . . closes in a jiffy". Three explanatory illustrations in both ads were almost identical. Winchester's copy for the product was modest. "You'll like Winchester," it promised. Buckingham crowded in a footnote to observe: "Buckingham's are by far Canada's largest selling cigarette".

How copy for competing products can be made individual and free from "copy-cat" tendencies is noticeable in comparing ads for baby foods, of which there are now more than there are brands of cigarettes. Two-color displays in magazines illustrate the point. Swift and Heinz both feature meats for babies. "Meat is a must for my darling," says the fond mother of the Heinz-fed infant. The Swift youngster "never forgets the goodness and flavor of a Swift meat meal". Heinz offers a "wide choice" and Swift has seven varieties.

Gold Rush

Prizes in consumer contests and premiums are steadily becoming more bizarre. Cash awards and new furnished homes have long been held up as bait to persuade householders to overstock the most capacious pantries and refrigerators. Recently, a producing oil well was the big prize. Now a cereal firm is offering gold bearing land in the Klondike in return for box tops. For a label from one of several cereals a gold rusher will be deeded one square inch of genuine Klondike land. For 25 cents and two box tops consumers will receive a prospector's pouch containing a specimen of the ground from the area. With it will come a bona fide deed to the square inch of auriferous real estate. The company has acquired 20 acres to make good its offer.

COMPLETE descriptive billing in one continuous operation with

BURROUGHS MIRACLE MULTIPLIER

Invoices can be prepared in *one continuous operation* when you use the Burroughs Miracle Multiplier Typewriter-Billing Machine. Here's how it works. Instead of first figuring the bill, then typing it up and finally machine-checking the results, the Miracle Multiplier combines typing, calculating and printing entries mechanically, eliminates the need for machine-checking.

Itemized statements showing quantity, description, unit, total and grand total costs are quickly obtained in one continuous operation. Direct mechanical multiplication, not repeated addition, speeds the computation.

If you have been wondering how to save time and money in your billing procedure—Burroughs Miracle Multiplier is the accurate answer. Consult your local telephone directory for the branch office nearest you, or write to Burroughs Adding Machine of Canada, Limited, Windsor, Ontario.

Burroughs is a trade-mark

Computes and types the complete invoice in one continuous operation.

Computes by direct multiplication—not by repeated addition.

Prints quantity, then prints unit price and total amount simultaneously—no need for machine-checking of quantities and price.

WHEREVER THERE'S BUSINESS THERE'S **Burroughs**

Your two vessels "Mapledell" and "Maplecove" were therefore returned to the North Atlantic, making possible more frequent freight service to north-western European ports.

Your vessel "Beaverbrae" was withdrawn from service in August and sold to Italian interests.

Air Lines

A dividend amounting to $400,000 was received from your Air Lines. The net profit was $969,000 after charging interest of $299,000 on advances from your Company, as compared with net profit of $366,000 in 1953. The result for the year includes a profit of $593,000 from the sale of aircraft not suitable for present services, while the previous year included an income tax recovery of $525,000 arising from the loss carry-back provision.

During the first full year of operation of the Vancouver-Mexico-Lima route extension there was considerabe passenger travel from Hong Kong to Mexico en route to the Caribbean area. Some additional flights were operated on the Vancouver - Honolulu and Tokyo - Hong Kong routes to accommodate the growing demand for space, and tourist service was instituted on flights between the Antipodes and North America, and between the Orient and North America. In line with the increasing importance of your international routes, sales offices were established in New York and Los Angeles to secure a share of the traffic originating in those large centres.

Improvements in domestic services were effected in a number of regions. On the mountainous Okanagan-Kootenay district, pressurized Convair 240 aircraft replaced the smaller and slower DC-3 equipment, and a general reduction of fares was instituted. Frequency of service was increased between Montreal and Quebec, between The Pas and Churchill, and from Edmonton and Vancouver to Whitehorse. Cargo rates on routings southward into Edmonton from points in the MacKenzie area were reduced by fifty per cent to develop "backhaul" traffic.

A request for a license to operate a direct service from Vancouver to Amsterdam was granted by the Air Transport Board early in 1955.

Rates

Early in 1954, the Honourable W. F. A. Turgeon was appointed Royal Commissioner to enquire into the application and effects of agreed charges and the question as to whether the so-called "one and one-third rule" should be applied to such charges. Agreed charges are provided for in the Transport Act under which railways are permitted to enter into contracts with customers for special rates in consideration of agreements by the customers to ship by rail all or a specified proportion of their traffic. The "one and one-third rule" requires that rates to intermediate points in the territory between Eastern Canada and the Pacific Coast shall not exceed the transcontinental competitive rates on the same commodities by more than one-third. The appointment of the Royal Commission followed representations by the Province of Alberta that that rule be made to apply to agreed charges.

At the hearings of the Commission, the railway companies objected to the application of the "one and one-third rule" to agreed charges and presented a strong case for relaxation of the restrictions on the making of agreed charges as they now exist under the Transport Act. They took the position that the more extensive use of agreed charges and the ability to put them into effect with a minimum of delay is necessary to enable the railways to meet the increasing competition from motor carriers. The railways strongly urged, in particular, that the provisions of the Transport Act requiring approval by the Board of Transport Commissioners before an agreed charge could come into effect, should be eliminated and that the waiting period before an agreed charge could become effective be reduced from thirty to fifteen days. The representations of the railways were supported in varying degrees by some of the large industries and some of the representatives of Provincial Governments, and opposed by trucking organizations and certain other industries. The report and recommendations of the Commissioner are expected to be released shortly.

An application was made to the Board of Transport Commissioners by the Canadian Passenger Association and its member railway companies for rescission of the Board's order of September 1950 prescribing the commutation fares which have been in effect since that time. The applicants submitted that the revenue from these rates was insufficient to pay out-of-pocket costs and expressed their intention of putting into effect a series of increases aggregating abot 100% of existing fares, including an immediate increase of 50%. Following hearings in Toronto, the Board, by order dated August 4, 1954, authorized three graduated increases in commutation fares in the Toronto area totalling 100% over a period of twelve months, and, following hearings in Montreal and Ottawa, authorized, by order dated February 18, 1955, an increase of 50% in all commutation areas other than Toronto. Judgment in respect of the balance of the increases in areas other than Toronto was reserved.

Reduced competitive rates were made effective September 21 on certain freight traffic moving between Montreal and Toronto. The reductions applied on less-than-carload merchandise in trailer-on-flat-car vanload quantities and on certain carload movements. While it is yet too early to assess fully the result of these reductions, it is now known that some traffic has been recovered, and some which might otherwise have been lost, has been retained.

Services

Further progress was made in the modernization of your railway services. Diesel locomotives were assigned to your transcontinental passenger trains, to passenger services between Windsor, Toronto, Montreal and Quebec, and to through freight services between Winnipeg and Edmonton. This was made possible by the acquisition during the year of 94 diesel units. Work was begun on a new diesel maintenance shop at Montreal.

New freight train cars placed in service totalled 2,840, of which 1,500 were box cars.

New passenger equipment totalled 123 units, of which 90 were stainless-steel cars, part of a total of 173 ordered from The Budd Company, 3 were self-propelled rail diesel cars, and 30 were other passenger train cars.

A highlight of the year was the tour across Canada, for inspection by the public, of units of the luxurious new stainless-steel equipment, featuring scenic-dome cars. This equipment is being introduced into your transcontinental passenger services as the units are received from the builders.

Additional "Dayliner" services, provided by rail diesel cars on fast daily return schedules, were put into operation between Edmonton and Calgary, and between Toronto and Peterborough. Seven of these popular cars were in service by the end of the year.

Coordination of truck and rail services of your Company was advanced by the inauguration in May of an overnight trailer-on-flat-car service between Winnipeg and Regina.

Seventy miles of branch lines, to serve new mining and industrial sites, were under construction during the year. Work was started on a forty mile line between Struthers and Manitouwadge in Ontario, a nine mile line between Mitford and Jumping Pound in Alberta, and a four mile line running northward from Cheviot in Saskatchewan. As a result of the rapid completion of a seventeen mile branch from Havelock to Nephton in Ontario, it was possible to commence service on that line in December.

Facilities were under construction at Vancouver and Nanaimo to serve the new car ferry to be placed in service in 1955. A 200-foot apron adjustable to tide level is being provided at each site for the loading and unloading of railway cars, automobiles and trucks to and from the ferry.

Automatic block signal systems, which make an important contribution to the safety and efficiency of your railway operations, were extended by 121 miles during 1954, bringing to 2,989 the total mileage so equipped.

New industrial trackage aggregating 49 miles was constructed to serve 187 of the 881 manufacturing, warehousing and distribution businesses which located on or adjacent to the lines of your railway during the year.

In the communications field, your Company, jointly with Canadian National, commenced television network service between Toronto and London at the beginning of the year, and shortly thereafter Hamilton was added. Facilities were under construction for a similar service between London and Windsor and between Montreal and Quebec. Also jointly with Canadian National, a leased network service was established for the transmission of pictures by wire for reproduction in newspapers in Ontario and Quebec.

Patrons

Your Directors desire to express their sincere appreciation of the patronage throughout the year of shippers and the travelling public.

For the Directors,

W. A. MATHER,
President.

Montreal, March 14, 1955.

Ask your Investment Dealer or Broker for prospectus.

CALVIN BULLOCK
Ltd.

Advertising

All Dressed Up

By John Carlton

COMPARED WITH the United States, cigarette advertising in Canada has been a tame and innocuous business, marked by a complete lack of individuality. Copy and caption for one brand could be used for any other. Suddenly Buckingham and Winchester discovered a different copy slant. It had nothing to do with the merits of either product and was concerned solely with a new package adopted for both cigarettes. The two campaigns were identical and they broke simultaneously. Both were so much alike that it looked as though the manufacturer of the packages had provided the tobacco companies with a ready-made advertising campaign as a kind of premium. Both Winchester and Buckingham let go with the "pop-open" pack. Both declaimed, "Zip, it's off—Pop, it's open . . . closes in a jiffy". Three explanatory illustrations in both ads were almost identical. Winchester's copy for the product was modest. "You'll like Winchester," it promised. Buckingham crowded in a footnote to observe: "Buckingham's are by far Canada's largest selling cigarette".

How copy for competing products can be made individual and free from "copy-cat" tendencies is noticeable in comparing ads for baby foods, of which there are now more than there are brands of cigarettes. Two-color displays in magazines illustrate the point. Swift and Heinz both feature meats for babies. "Meat is a must for my darling," says the fond mother of the Heinz-fed infant. The Swift youngster "never forgets the goodness and flavor of a Swift meat meal". Heinz offers a "wide choice" and Swift has seven varieties.

Gold Rush

Prizes in consumer contests and premiums are steadily becoming more bizarre. Cash awards and new furnished homes have long been held up as bait to persuade householders to overstock the most capacious pantries and refrigerators. Recently, a producing oil well was the big prize. Now a cereal firm is offering gold bearing land in the Klondike in return for box tops. For a label from one of several cereals a gold rusher will be deeded one square inch of genuine Klondike land. For 25 cents and two box tops consumers will receive a prospector's pouch containing a specimen of the ground from the area. With it will come a bona fide deed to the square inch of auriferous real estate. The company has acquired 20 acres to make good its offer.

COMPLETE descriptive billing in one continuous operation with

BURROUGHS MIRACLE MULTIPLIER

Invoices can be prepared in *one continuous operation* when you use the Burroughs Miracle Multiplier Typewriter-Billing Machine. Here's how it works. Instead of first figuring the bill, then typing it up and finally machine-checking the results, the Miracle Multiplier combines typing, calculating and printing entries mechanically, eliminates the need for machine-checking.

Itemized statements showing quantity, description, unit, total and grand total costs are quickly obtained in one continuous operation. Direct mechanical multiplication, not repeated addition, speeds the computation.

If you have been wondering how to save time and money in your billing procedure—Burroughs Miracle Multiplier is the accurate answer. Consult your local telephone directory for the branch office nearest you, or write to Burroughs Adding Machine of Canada, Limited, Windsor, Ontario.

Computes and types the complete invoice in one continuous operation.

Computes by direct multiplication—not by repeated addition.

Prints quantity, then prints unit price and total amount simultaneously—no need for machine-checking of quantities and price.

Burroughs is a trade-mark

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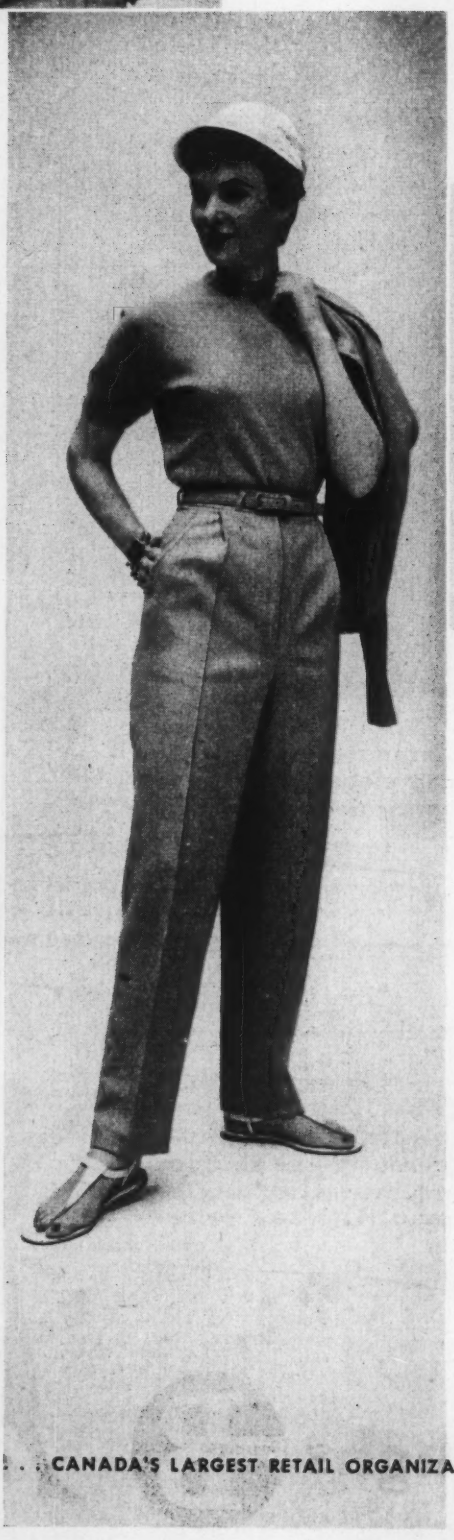

Slacks,

Sweaters,

Shorts,

Skirts

A merry set-up indeed—sportswear for any time, any clime, indoors or out, Spring to Fall—as long as the mood is relaxing and your purpose to look decorative and fashionable in action . . . This quick-change set typical of the new collections of mixed or matched sweaters, shorts, skirts, slacks—across Canada at Eaton's.

EATON'S . . . CANADA'S LARGEST RETAIL ORGANIZATION . . . STORES AND ORDER OFFICES FROM COAST TO COAST

women

THE PERENNIAL SWEATER TWOSOME: *here, the short sleeve pullover and the cardigan are from the famous house of Lyle and Scott, Scotland, and are available this season in new colors of primrose, periwinkle and apricot. They are in cashmere, of course. The pullover is about $18; the cardigan, $25. They are available at Vancouver's Edward Chapman, Ltd.; Montreal Eaton's; Toronto's Ada MacKenzie; Ottawa's Murphy Gamble; and Winnipeg Hudson's Bay.*

Conversation Pieces:

RETURN OF THE THIN MAN: Trousers, we read, will be tighter, shoulder padding will be reduced, hat brims will be narrower, elevator shoes may be purchased (in strict confidence), and your double-breasted suit can be recut by an expert tailor to a slim single-breasted style. Why this craze for perpendicularity? We still prefer the sturdy old-fashioned male silhouette (even if it has to be helped out with pads and pleats) to the optical illusion forecast for the summer of 1955. Luckily there's a limit to illusion as well as to masculine conformity. Otherwise our male acquaintances this year would look like screen figures as seen from the far end seat in the fourth row—all length and no body.

Rather oddly, the new TV housecoat turns out to be the traditional Victorian smoking jacket. It seems it is recommended by both stylists and psychiatrists, who claim that a change from Twentieth Century business clothes into Nineteenth Century elegance is "the best way to shed business worries". This still leaves us wondering how a man in a TV, or Victorian smoking jacket (Paisley design, velvet trim, frog fastenings and a wide tasselled sash) is likely to react psychologically to a TV motor car commercial (bold sleek styling, the GO AHEAD LOOK, variable pitch dynaflow, the rakish flair of a wraparound windshield, etc.). Under the circumstances, won't he feel a little foolish, all dressed up like a retired Indian Colonel of the late Nineteenth Century?

What seems to be needed is some sort of TV garment that will take a man's mind not only off his business worries but off his TV troubles—the monopolized living room, the disputed channel, the neglected homework, the gobbled or abandoned meal; and, of course, the right sort of garment for TV viewing. Meanwhile, we note that TV has come to the help of British home life. Next winter all TV screens will remain blank till 9.00 a.m. and will close down again from 6.00 to 7.00 p.m. This means that during the breakfast and supper period at least the BBC will be as blank, as highminded and as impervious to appeal as the traditional British nurse. You sit down and eat your meal nicely, because Nanny won't stand any nonsense.

THE CULTURED PEARL KING died recently in Japan, at the age of 96. Mr. Kokichi Mikimoto, who began life as a noodle vendor, worked for many years on the problem of irritating oysters into producing pearls. It was a prolonged and immensely difficult experiment. The oyster that is merely teased isn't interested in production and an exacerbated oyster sulks and won't co-operate. Mikimoto's first encouraging results came when he introduced a smooth mother-of-pearl button into his subject. The oyster faithfully coated it with real pearl. Eventually the Japanese researcher was able to irritate his subjects into producing smooth, perfectly round gems which differed from real pearls only in the size of the nucleus. The final product satisfied everybody except the owners of real pearls, who were conceivably as irritated by Mr. Mikimoto's experiment as the original subjects.

Ashley & Crippen

NORMA MACMILLAN AND THOR ARNGRIM *were married last Fall and came to Toronto when Totem Theatre (a Vancouver stock company run by Thor and Stuart Baker) was unable to find a suitable permanent theatre. Now they are working in radio and TV. Norma is a playwright, as well as an actress.*

Gordon Aikman

PEGGY AND AUBREY GREEN *of Winnipeg worked together recently when Peggy directed Aubrey's latest stage play,* Vein of Folly, *for the Manitoba Regional Festival. The adjudicator was most complimentary. Peggy has won the regional best actress award three times. They have collaborated frequently on radio dramas.*

Exclusively Posed Photographs:

Husbands and Wives in the Canadian Theatre

Ashley & Crippen

BRIDE AND GROOM *are Bea Lennard and Silvio Narizzano. Bea was a Hart House Theatre student, has played stock in Toronto, Vancouver and Ottawa and had a featured role in the first Stratford Shakespearean Festival. Montreal-born Silvio is a stock company veteran turned director. He joined CBC's TV staff in 1952 and now is a producer.*

Ashley & Crippen

MARGOT AND BOB CHRISTIE *are perhaps the deans among the acting husbands and wives. They met and married in Winnipeg while Bob was with John Holden's Canadian stock company and Margot with Lady Tupper's group. Their career includes the stage in England (1937-45), work with Toronto's professional theatre, radio and TV. Bob returns this summer for his third season with the Stratford Shakespearean Festival.*

Eric Skipsey

DORIS AND BILL BUCKINGHAM *are the West Coast's best known radio and stage couple. Bill is a graduate lawyer, who has acted in radio plays for years and now is general manager of Theatre Under the Stars. Doris started in radio plays, but often appears in local stage productions. Her selection by* LIBERTY *magazine in 1951 as one of Canada's ten best dressed women coincided with the birth of their son.*

Ashley & Crippen

BARBARA CHILCOTT AND MAX HELPMANN *in the lobby of the Crest Theatre, Toronto, run by Barbara's brothers, Don and Murray Davis. They met in England (Max was born in Australia) where Barbara remained after her stint in the wartime Navy Show. They did a season with Ottawa's Canadian Repertory Theatre before joining the Crest's permanent company. Last summer Barbara starred in* The Taming of the Shrew *at the Stratford (Ontario) Shakespearean Festival.*

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Looking in on a Bride

Ragsdale of Milne Studio

MRS. ANDREW ALLAN, *wife of the well-known producer of radio's "Stage" series, in her new apartment in Toronto. At left above, Mrs. Allan is holding a plate from her wedding gift set of the "Partridge-in-the-Pear-Tree" design by Wedgwood.*

MRS. ANDREW ALLAN is the former Linda Ballantyne of Montreal. She has been in radio for five years, three in Montreal and the last two in Toronto. She has also done modelling and stage work.

The livingroom in the Allan apartment is a combination of neutral and shock colors. The grey broadloom carpet and the warm chocolate brown walls are offset by a coral red chesterfield, a large stuffed chair in forest green, the gay drapes in a green design on a grey ground (drawn over the corner alcove window in the photograph above) and the green leather chair on which Mrs. Allan is seated.

The Allans' interest in the theatre is evident in the floor-to-ceiling bookcases at the other end of the livingroom, crammed with books on the theatre, and in the framed playbill program (upper right in the photograph) of the 1884 Toronto appearance of Henry Irving and Ellen Terry. It is on a swing frame.

One of the wedding gifts received by the Allans was a dinner set of the Wedgwood design named "Partridge-in-the-Pear-Tree". Mrs. Allan is holding one of the plates in the photograph at the top of the page. The design of the tree and the partridges is in sepia, with gold pears liberally clinging to the boughs. The odd name and design come from a medieval ballad that has become a favorite Christmas carol, "The Twelve Days of Christmas". The first verse goes like this:

On the First day of Christmas
my true love sent to me
a partridge in a Pear Tree.

Food

By Bevis Walters

THE WORLD may disagree on almost everything, but on one thing it is united: chicken. Chicken is eaten in more places, in more ways than any other food available to mankind.

Although the ways of cooking chicken are so numerous as to be uncountable, probably those dishes in which the "supremes" only are used are the most tasty. The "supremes" of chicken are the two pieces of meat on the breast from the point where the wing begins to the extremity of the stomach. Supremes are usually rolled in seasoned flour, then quickly cooked in very hot butter or butter and olive oil in even quantity, and then are eaten as a kind of chicken cutlet.

However, there are other ways of cooking "supremes" and, providing they are served immediately after cooking (even a delay of three minutes robs them of some of the exquisite flavor), they are usually a delight to even the most listless tongue.

"Supremes" are called in the language of gastronomy "Filets de Volaille". If the "Filet" is served with the wing bone attached it is then a "Côtelette de Volaille", and when it is carved from the bird after cooking and served with a sauce specially made it is a "Blanc de Volaille".

By any name it is still an outstandingly tasty dish.

Cooking Suggestions

Escoffier recommends supremes be cooked as follows:

Season the supremes, but do not flour them. Roll them over and over in some just warm melted butter to which a few drops of lemon juice have been added and then seal the lid on the same pan with a paste of white of egg and flour and place in a very hot oven for five minutes. Serve with mushrooms or asparagus tips.

For a summer meal "supremes de Volaille Jeanette" has much to recommend it and is made in the following manner: Slice the breast from a cold roast chicken. Slice some chilled Foie gras. Lay them on a serving dish alternately. Sprinkle with chopped or sieved (if dry) tarragon leaves, spread some aspic over the lot, ice well, then serve.

Most garnishes go well with these epicurean delicacies. Foie gras or asparagus tips are excellent, but that delicious mixture known in the world of gastronomy as "Financière" (truffles, mushroom heads, stoned olives, and white wine) is probably supreme for supremes. But if you have a favorite garnish, use it by all means.

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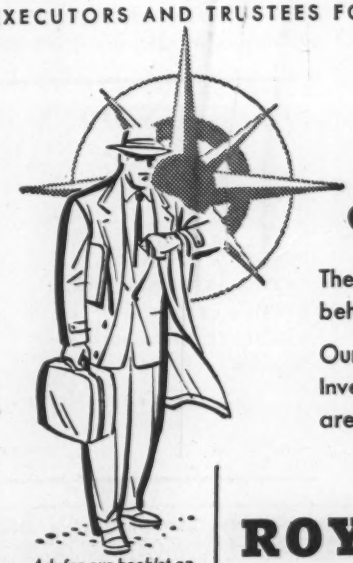

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OFFICES ACROSS CANADA FROM COAST TO COAST

Letters

Atomic Reality

THE FRONT PAGE comment on foreign policies was uplifting, but did it really mean anything? Everyone is against sin, but sin exists and we have to live with it. Atomic and hydrogen bombs exist, and we have to live with them and accept the possibility of having to use them. Civilization may or may not be destroyed, but without the bombs, what is the alternative? Certainly destruction of freedom and a return of the Dark Ages under the dictators of Communism. With the bombs we may survive; without them, we certainly should not. There is really no alternative. Thank God, I say, for the bombs . . .

Halifax FRANK T. PEIRCE

World Government

YOUR LEADING editorial rightly reminds us that "Peace, or at least a state of non-war, is—a necessity for survival".

But history shows that peace, or non-war, is only maintained under at least a rudimentary system of law operated by a central authority. It follows that a measure of world government, sufficient to control the use of armed force, is a condition of survival.

However difficult of attainment this may seem, the alternative hope—that we can maintain the peace without it—is even more improbable. The establishment of a basic world government is therefore the overriding political task of our generation.

Winnipeg B. G. WHITMORE
Chairman, World Federalists of Canada.

Mental Resources

DR. BRAY'S article was an excellent analysis of the need for using all of man's mental resources. It points up once again the importance of seeing that every child who is able to profit by higher education be given the chance to do so. While the government has been doing more in recent years, we are still a long way in this country from the generous provision of scholarships and bursaries which is made in England. This is the sort of government aid to education which is vital. It should not be left to private industry to provide, though there can be nothing but praise for the far-sightedness of the scholarship plans of several of our largest concerns.

Winnipeg (MRS. L. B.) LILLIAN GERTON

IT WAS interesting to contrast Dr. Bray's article with the headline "Thinking Machines Taking Over" which I read in the next paper I picked up. The gist of this second article was that while the first industrial revolution lightened the burden on man's muscle, the second, now in progress, will lighten the load on his brain. Which are we to believe? It is rather important to make up our minds about this, because it means a whole philosophy of education is at stake. Either we believe with Dr. Bray that we must educate everyone to the limit of his capacity, or we believe that we educate a few select individuals and let the mass muddle along much as we do now. . .

London, Ont. ARTHUR R. WHYTE

Salesmanship

I SEE that one of our members of Parliament is suggesting that the government supply deep freezes to the Eskimoes and Indians whose natural refrigeration dissolves during the summer months. This seems an admirable piece of paternalism, especially as it is directed at minorities who have often been given too little too late. However, there is no sense denying that *giving* them deep freezes is a nasty slur at the salesmen of this country. Why aren't they up there selling them? After all, American salesmen have been supplying refrigerators and deep freezes to the Eskimoes of Alaska for some time now, even when power to run them is not available. Here then is a great new market. Supplying it should be just the fillip the sagging electrical industry of this country needs.

Edmonton J. T. NORWAY

Of Many Things

ANDERSEN'S Fairy Tales should never be presented to children. I doubt very much if he ever intended them for any but an adult audience. Many of them are macabre horror stories, told with great artistry, of course, but no more fit for the impressionable minds of young children than are the crime comics of today.

Saint John, NB. EVELYN HARDWICK

IT IS DIFFICULT to understand your disapproval of the bill to reduce the size of civil juries in Ontario. Twelve is not a magic number; it is not even traditional—in other years, there have been as many as 99 men on juries. In some other provinces the size of civil juries has been reduced without any evil effects—why not in Ontario? Justice is better served if it is dispensed with reasonable speed instead of with frustrating slowness, and this will be one of the good effects of the Ontario decision. . .

Brantford, Ont. WILLIAM STANSBURY

IF YOU TAKE a very cold bowl of porridge, mix in a large quantity of the banal and a touch of the didactic and stir lethargically for almost two pages, you are sure to serve your readers a second helping of a "Stern Lesson for Labor".

What is Mr. Watkins saying that has not been said before? Have we not lived with our own nationalized railroad for over three decades? . . .

Calgary G. P. A. POLLEN

MR. GARNER is very critical of the various MCs of North America's television programs. . . These MCs which he dislikes are giving a huge amount of pleasure and enjoyment to literally millions of people. . .

Mr. Garner's article is strictly negative and will give very little pleasure to anyone. Bert Parks's program "Stop the Music" would be lifeless and ineffectual without his enthusiasm and sparkle. . . Let's be fair to Ralph Edwards and all of these people. . .

CLIFFORD D. EVERETT
Sault Ste. Marie, Mich.

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"There's no such thing as luck," said Goldie

"SKILL WINS EVERY TIME," said Goldie as he took the game. Consider *Molson's Golden Ale.*"

"You mean Molson's left nothing to chance?" suggested Goldie's opponent.

"I'll explain," said Goldie quietly. "Before the first label was put on a bottle thousands of ale drinkers were asked to describe an ideal brew. *Molson's Golden* is the perfect answer."

"Describe it!" challenged his opponent.

"Gladly," said the friendly lion, "I'd say it has a golden *brilliance*, is *lighter*, and that it flows *smoothly* over the delighted tongue."

"Tell me more!" exclaimed his fascinated friend.

"The brilliance you can see," said Goldie, "the lightness you can taste — ah, but the smooth delight is an experience! I suggest we put it to the test."

• • •

Have *you* discovered *Molson's Golden Ale?* You'll find it's *less filling* — "light as a feather", yet alive with all the zest and authority of a traditional brew. Like it light? Then choose Molson's Golden! Flavour conscious? Let the Molson's Golden Ale lion be your guide.

Molson's GOLDEN ALE

MOLSON'S GOLDEN ALE

COSTUME: CLAIRE MCCARDELL

Almost everyone appreciates the best...

Sometime today you'll want an ice-cold Coca-Cola. You'll want the bracing sparkle and bright, right taste that only Coke can give . . . you'll want its fast refreshment, its wholesome bit of energy. See to it. Put Coke on your list... for good.

Drink Coca-Cola

Fifty million times a day . . . at home, at work or on the way *"There's nothing like a Coke!"*

"COKE" IS A REGISTERED TRADE-MARK

COCA-COLA LTD.